OVER THE RANGE

TO THE GOLDEN GATE

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Book 1

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OVER THE RANGE

TO

THE GOLDEN GATE.

A COMPLETE TOURIST'S GUIDE

TO

COLORADO, NEW MEXICO, UTAH, NEVADA, CALIFORNIA
OREGON, PUGET SOUND AND THE
GREAT NORTH-WEST.

By STANLEY WOOD.

CHICAGO:
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PREFACE.

IT is no light undertaking to prepare a guide-book which shall adequately describe the places of interest on the great trunk lines between Denver on the hither side of the Rocky Mountains, San Diego at the southern extremity of California, and Portland, Seattle and Tacoma, the three commercial entrepots of the Great Northwest. Yet such is the undertaking purposed. In a work of this character fact must ever stand paramount to fancy, and lucidity of expression take the precedence. No attempt will be made at "fine writing;" every effort will be made to state just such facts as the traveler would like to know, and to state these facts in clear and explicit language.

The country traversed is most interesting, abounding in scenes of the greatest variety, from the broad and billowy expanse of the boundless prairie to the rugged grandeur of the American Alps, from the picturesque quaintness of New Mexico and the nomadic wildness of the Indian reservations to the polished civilization of metropolitan cities. There is no journey which can be taken on the continent of North America that presents so much of interest to the tourist, and which can be taken with such a comparatively moderate outlay of time and money, as the one described in the following pages. New Mexico, Colorado, Nevada, California, Oregon, Washington Territory! What a field for investigation, investment or pleasure! These are the lands of gold, of silver, of coal, of agriculture, of all fruits known to the temperate and sub-tropical zones. These are the lands of new endeavors, of fresh impulses, and for these reasons are of special interest to tourists, business men and seekers after health and pleasure. Aside from the interesting character of the subject discussed, there is also a special value in the work now presented to the reader, inasmuch as great care has been taken to gather information that shall be found statistically accurate. In a work of this character it is difficult to combine accurate information with matters of general interest in such a way that neither shall have an undue prominence. The writer has endeavored to attain this desirable medium. One thing is certain, nothing in this book is venal in its character. The opinions here expressed are those of the writer; the descriptions of scenes given here are reproductions of the feelings inspired by those scenes. There has been no bias in any direction. On the contrary, every effort has been made to write judicially and, at the same time, retain the enthusiasm which the traveler naturally feels in beholding new sights and scenes.

In order that no element of information may be lacking, carefully prepared tables of statistics have been given a place in this volume, and the reader is respectfully requested to make use of these tables because much of value has been condensed into this convenient form.

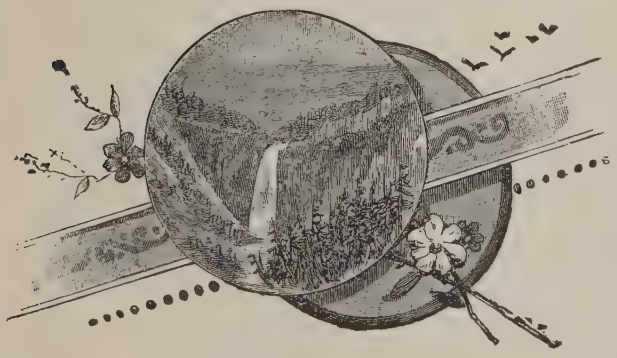
By the aid of the tables referred to, and by frequent reference to the

BIRD'S-EYE VIEW OF DENVER.

three excellent maps herein given, the tourist will be able to gain an exceptionally clear idea of the journey he is making, and of the characteristics of the country through which he is passing.

As another aid to the traveler abundant illustrations have been prepared, which will give the purchaser of this book an idea of what he may expect to see; and which, after he has beheld these places, will serve as a reminder of those pleasant scenes which by their assistance can never fade from his memory.

It has been the endeavor of the writer to meet as nearly as possible the wants of all classes of travelers. Information of value to the tourist for pleasure, the health seeker, the sportsman and the man of business, will be found in the pages of this book. Nothing has been written in the interests of any clique or class. The truth, and nothing but the truth, has been told. If there are errors they are such as must necessarily occur in the compilation of a work covering such a vast extent of territory. Accuracy has been aimed at, and as a whole, the writer can vouch for the accuracy of what will be found herein. The book is one written in the field and not in the study. Facts are not taken at second hand. The author writes of what he saw with his own eyes, and not what he read. The statistics have been gathered from authentic sources, and have been condensed into the most compact and convenient form. Hoping the book may prove a useful companion to the traveler, it is submitted without further comment to the public.



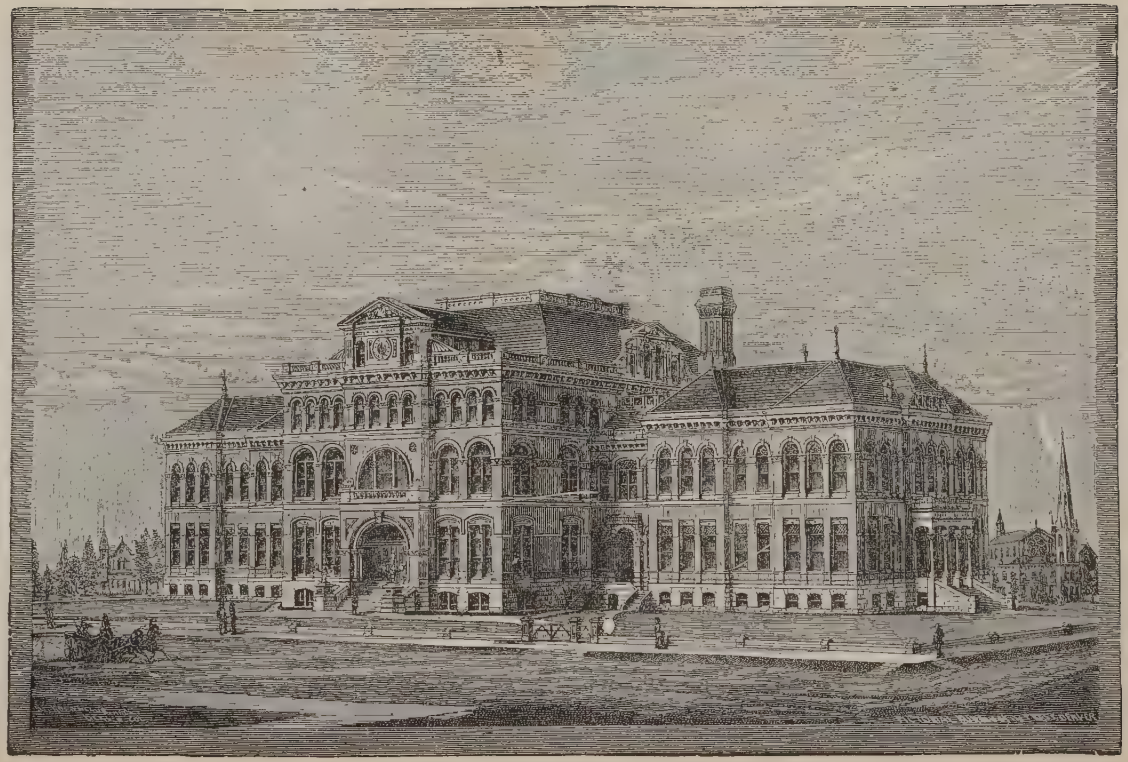
VIEW OF FOURTEENTH STREET, DENVER.

FROM THE MISSOURI RIVER TO DENVER.

THE Missouri River has become to be regarded, in a general way, as the boundary line between the East and the West, although, in truth, the terms east and west are extremely elastic in their application. However, for the purposes of this book we will consider that all on the sundown side of the Missouri River is West, and that the traveler has reached one of the three great entrepôts to this vast country and finds himself in Omaha, St. Joseph or Kansas City. From either of these thriving cities the journey to Denver can be taken by way of first class transportation lines provided with all the modern conveniences and luxuries.

From Omaha one has choice of the Burlington Route, the Rock Island and the Union Pacific, and from Kansas City one can travel by any of the above lines with an additional choice between the Missouri Pacific, or the Atchison, Topeka & Santa Fe railroads. With Chicago or St. Louis as the initial point one can go direct by any of the trunk lines to the Missouri River and continue his journey to Denver over his choice among the routes mentioned above.

The trip across the great plains from the Missouri River to Denver is full of interest and variety to one who beholds this vast expanse for the first time. Nothing can give such a vivid impression of the greatness of our country, and the adventurous character of our people, as the sight of these boundless prairies and the habitations of the hardy pioneers who are rapidly turning the buffalo sod and exposing the rich black soil to the fertilizing action of the sun and air, and substituting for nature's scant forage, abundant harvests of corn and wheat. The railroads, for a distance of three or four hundred miles to the west of the Missouri River, pass through thriving cities to which a comparatively thickly settled agricultural country is tributary. Then the newer territory is reached, the towns are of less frequent occurrence and smaller in size, the plains appear more nearly in their native state, only dotted here and there with the claim cabins of the settlers. As the traveler looks out of the car window across the billowy expanse, he sees herds of cattle and sheep, grazing on the rich bunches of buffalo grass, and occasionally he will catch a glimpse of the flying form of an antelope disappearing over the brow of a distant rise of land. Not uninteresting are the prairie dog villages with their preternaturally grave inhabitants sitting on their haunches like diminutive kangaroos, and the writer has seen a whole car load of people filled with the most pleasurable excitement over the efforts of a jack rabbit to outspeed the iron horse. With these and many other novel and interesting sights the time is whiled away until some traveler, more experienced, or more sharp of sight, suddenly cries out "The Moun-



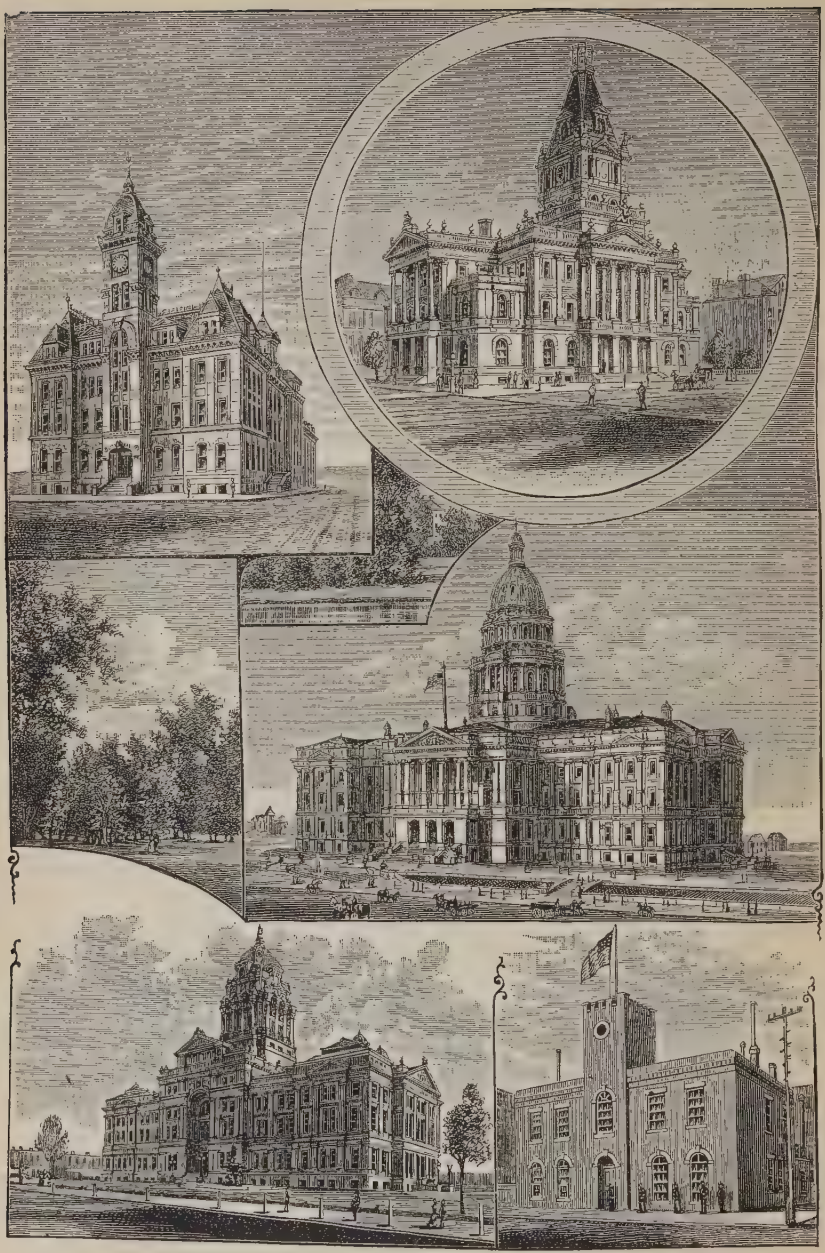
THE HIGH SCHOOL BUILDING, DENVER.

tains!" There is a rush to his side of the car and everybody gazes earnestly, and amidst eager explanations and doubting comments the blue of the sky is at last disintegrated from the blue of the mountains, and the most skeptical at length acknowledges that the stain of ultramarine, with its undulating sweep against the western horizon is really the distance-enchanted range of the Rocky Mountains. Soon patches of fleecy white appear, and with a sigh of disappointment the traveler decides that the clouds are dropping down and will soon shut out the view of those "sentinels of enchanted land," but gazing more intently, it dawns upon the mind at last that those glimmering expanses are not veils of cloud, but are in fact mountain fields of everlasting snow! The Snowy Range has at last declared itself, and from this moment until the trans-continental journey shall have been accomplished, the traveler will have the immediate memory or the intimate presence of the mountains with him continually.

The view of the Rocky Mountains, which the traveler gains on approaching Denver from the east is one of unsurpassed beauty, and that this statement may not rest on the dictum of this book, let us take the testimony of the greatest traveler, and the most graceful descriptive writer America has yet produced. Bayard Taylor says:—"I know no external picture of the Alps that can be placed beside it. If you take away the valley of the Rhone, and unite the Alps of Savoy with the Bernese Overland, you might obtain a tolerable idea of this view of the Rocky Mountains. Pike's Peak would then represent the Jungfrau, a nameless snowy giant in front of you, Monta Rosa and Long's Peak, Mount Blanc. The altitudes very nearly correspond, and there is a certain similarity in forms. The average height of the Rocky Mountains however, surpasses that of the Alps. * * * From this point there appears to be three tolerably distinct ranges. The first rises from two to three thousand feet above the level of the plains, is cloven asunder by the cañons of the streams, streaked with the dark lines of the pine, which feather its summits and with sunny, steep slopes of pasture. Some distance behind it appears a second range, of nearly double the height, more irregular in its masses, and of a dark velvety violet hue. Beyond, leaning against the sky, are the snowy peaks, all of which are from thirteen to (nearly) fifteen thousand feet above the sea. These three chains, with their varying but never discordant undulations, are as inspiring to the imagination as they are enchanting to the eye. They hint of concealed grandeurs in all the glens and parks among them, and yet hold you back with a doubt, whether they can be more beautiful near at hand than when beheld at this distance."

The doubt so gravely expressed in the last sentence of our quotation, the traveler, when he shall have taken the trans-continental tour, will be fully able to resolve for himself. He will have beheld a bewildering variety of beauty, and in the quiet evenings at home, he will find material for the most exquisite enjoyment of pleasing reminiscence and reverie.

With such an approach, Denver must needs be something more than ordinary not to strike the traveler as a discord in the grand harmony of the scene. It is a fact, and it is a pleasure for the writer to record it, that Denver is never a disappointment. What its peculiar charms may be, and how it appears to the stranger within its gates, will be described in the succeeding chapter.



VIEW OF PUBLIC BUILDINGS, DENVER.

CITY HALL.

ARAPAHOE COUNTY COURT-HOUSE

POST-OFFICE AND CUSTOM HOUSE

CAPITOL BUILDING.

U. S. BRANCH MINT.

FROM DENVER TO PUEBLO.

DENVER,

Capital of Colorado.

—

Population, 150,000.

Elevation, 5,195 feet.

There are only a few cities in the world that please at first sight. Denver is one of this favored few. The liking one gets for Boston, Philadelphia or London is an acquired taste, but one falls in love at once with Paris, Denver or San Francisco. It does not follow that because the cities mentioned are immediately pleasing, they must of necessity resemble each other, any more than that a peach, an apple or an orange should have a similar flavor. We like the fruit and we like the cities without having to learn to like them, but not for the same reasons. One feels a sense of exhilaration in the atmosphere of Denver. The grand view of the Snowy Range of mountains to the north and west and the broad expanse of horizon-bounded plains to the east and south exalt the spirits, the bland but bracing breezes cool the fevered pulse and the abundant oxygen of the air thrills one like a draught of effervescing champagne. A beautiful city, beautifully situated, is Denver, with broad tree-shaded streets, along each side of which flow streams of sparkling water, necessary to the growth of vegetation in a country where the annual rainfall is less than fifteen inches, with public buildings of massive proportions and attractive architecture, with residences erected in accordance with the canons of good taste, with innumerable lawns of shaven grass, ornamented with shrubs and flowers, with charming suburbs and an outlying country, studded with fertile farms and flowering or fruiting orchards, peace is within her dwellings and plenty within her palaces. Denver has now nineteen railroads, two extensive street railway systems operating, one hundred and sixty miles of electric and cable railroads, reaching all the various portions of the city. Strangers will find that the most convenient and satisfactory manner of viewing the city is from the windows of the street cars. The town is lighted by gas and electricity, its principal streets are paved with asphaltum, has paid fire and police departments, and obtains its water from mountain sources by means of Holly works, and from over 300 artesian wells varying in depth from 350 to 1,600 feet. The public buildings, exclusive of churches and schools, cost $4,771,000. The real estate belonging to the city is worth $3,439,207, the bonded debt is $2,223,000 and the assessed valuation of Denver is $76,856,000. The commerce of Denver is now annually not less than one hundred and forty millions of dollars. Denver is situated at the junction of Cherry Creek and the Platte River, and in addition to being the Capital of the State, is the county seat of Arapahoe County. All the railroads which enter Denver land their passengers at the Union Depot, a massive and handsome edifice of native stone; originally built in 1880, and destroyed by fire in the Spring

DENVER & RIO GRANDE RAILROAD DEPOT AT MANITOU.

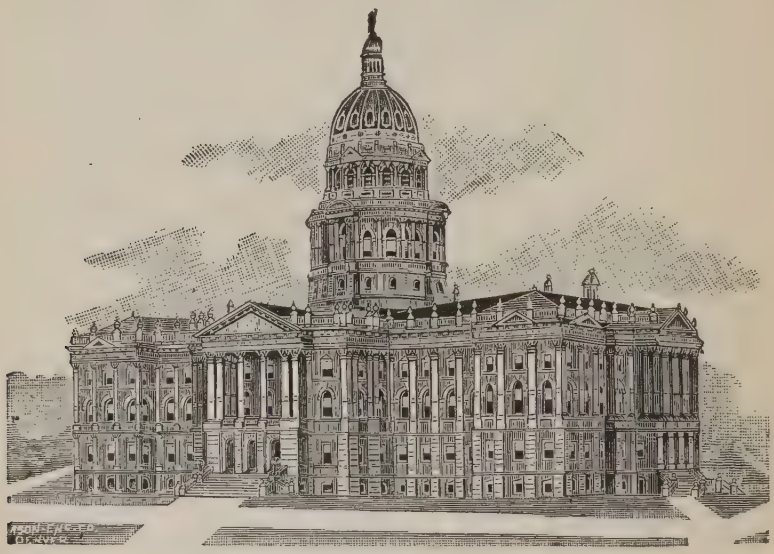
of 1894, now re-erected, more beautiful and complete than before. Opposite the main entrance of the Union Depot, on Seventeenth Street, and at the south end of the building, on Sixteenth Street, cable and electric car lines diverge to all parts of the city, passing the principal hotels and all points of interest. On the town-ward side of the Union Depot are the carriage stands, and if arrangements for transportation have not already been made on the train, with the carriage company's agent, before reaching the city, a carriage can be engaged here. Prices are regulated by ordinance and

ARAPAHOE COUNTY COURT HOUSE, DENVER.

extortion prohibited by law. There are many objects of interest to see in Denver: The smelters, the public buildings, the Tabor Grand Opera House, the Broadway Theatre, Brown Palace Hotel,—probably the finest in the United States,—magnificent business blocks, the system of irrigation, the beautiful private residences, the homes of mining princes and cattle barons, the lovely suburbs and Fort Logan the United States Military Post. The hotel accommodations of Denver are probably the most complete of any city of its population in the country. There are ten first-class hotels provided with all modern improvements, to say nothing of some sixty odd less pretentious ones. A day, or better two days, can be profitably spent in Denver, and then, refreshed and rested from the long ride across the

plains from the Missouri River or beyond, the tourist is ready to resume his trans-continental journey. If he wishes to behold the wonders of nature and to get a familiar acquaintance with the grandeur of the mountains, he will take the Denver & Rio Grande Railroad, which by universal acclaim has been designated "The Scenic Line of the World."

Seated in a comfortable car, whose large windows give an excellent outlook on the scenery, the traveler is ready and anxious to be off. The busy Union Depot may amuse him for a moment, but anticipation of the wonders in store makes him impatient of delay. Soon the conductor gives the signal to the engineer, the inevitable late passenger is seen chasing the rear end of the Pullman out of the depot, and whether he catches it or not, one thing is assured, the journey to the Pacific Coast has begun, and from this time on the eye and mind will both find plenty to do in noting and recording Nature's most marvelous works. The first stop is made at



COLORADO'S STATE CAPITOL BUILDING, DENVER.

Burnham. The station for the suburb of West Denver and the site of the great shops of the Denver & Rio Grande Railroad. The buildings of the machine shops cover an area of five acres and were erected at a cost of $300,000. (Distance from Denver, 2 miles.)

Overland Park is a pleasant suburb to the southwest of Denver, and is supplied with one of the best race-courses in the west. It is a fashionable resort and connected with Denver by the suburban train service of the Denver & Rio Grande Railroad.

Petersburg is a small town surrounded by farms, market gardens and plats laid out as additions to Denver. (Distance from Denver, 8 miles.) To the west, 2½ miles distant, lies Fort Logan, the United States Military Post.

Fort Logan. A regimental post of United States troops has been here established, and has become the centre of great interest. The quarters are elegant and substantial, consisting of handsome brick edifices. The parade ground is ample in proportions, and no expense has been spared to make this Post a model of its kind. The military band gives frequent concerts, and the citizens of Denver take great interest in and make frequent excursions to the Post. The Denver & Rio Grande Railroad has established a very complete suburban train service for the accommodation of the Post, and the public, which is largely patronized.

Littleton is prettily situated on the east bank of the Platte River, is the centre of a good agricultural country, and is destined to be the location of the suburban residences of many of Denver's best citizens. Already an adequate suburban train service has been inaugurated for the convenience of persons having country homes at this delightful spot. (Population, 1,200. Distance from Denver, 10 miles. Elevation, 5,372 feet.)

Wolhurst. Four miles beyond Littleton, the summer home of United States Senator Wolcott.

Acequia. A small station for the accommodation of ranchmen. Here the High Line Canal, one of those great irrigating ditches characteristic of Colorado, crosses the track and takes its winding way to the northeast over the rolling plains, having under its fertilizing power at least a hundred thousand acres of otherwise arid land. (Population nominal. Distance from Denver, 17 miles. Elevation 5,530 feet.)

Sedalia. A little village. Home market and post office for cattle growers and ranchmen. (Population 200. Distance from Denver, 25 miles. Elevation, 5,835 feet.)

Castle Rock. The town takes its name from a peculiar upthrust of rock on the summit of a conical hill, resembling, in the distance, an old martelle tower, and nearer by an irregular pentagonal structure. Under the shadow of this hill and surmounting tower lies the town, which is a pretty village and the county seat of Douglas County. Fine quarries of red sandstone are worked here, and pastoral industries contribute to the prosperity of the town. (Population, 500. Distance from Denver, 33 miles. Elevation, 6,219 feet.)

Douglas. A station near which are stone quarries and grazing lands. (Population, nominal. Distance from Denver, 35 miles. Elevation, 6,323 feet.)

Between Douglas and Palmer Lake are the small stations of Glade, Larkspur and Greeland.

Perry Park is reached by stage from Larkspur station. This park abounds in curious formations of red sandstone; is watered by sparkling brooks and is one of the most popular resorts near Denver.

PALMER LAKE.
Health and Pleasure Resort.
Population, 150.
Distance from Denver. 52 miles.
Elevation, 7,237 feet.
Eating Station.

As the train rolls into the station the traveler sees to his left a beautiful little lake cradled in the hills. Along the shore has been placed a handsome cut stone embankment, and a neat and tasteful boat house has been erected and well stocked with boats. The lake is a natural body of water, though the fact that a fountain plays in its centre, casting a jet of water to the height of 80 feet, leads many to

PALMER LAKE.

suppose that it is entirely artificial. Palmer Lake in addition to being a place of great beauty, is a natural curiosity, poised as it is, exactly on the summit of the "divide," a spur of the outlying range of the Rockies extending eastward into the great plains and from the crest of this summit the waters divide flowing northward into the Platte, which empties into the Missouri, and southward into the Arkansas as it wends its way to the Mississippi. Red roofed picturesque cottages nestle here and there among the hills, gayly painted boats float gracefully upon the bright blue waters, and on either hand rugged peaks, pine clad and broken by castellated rocks, rise into a sky whose cerulean hue is reflected in the placid waters of the lake. Excellent hotel and livery establishments furnish good accommodations for sojourners.

Glen Park, an assembly ground modeled after the famous Chautauqua, and destined to become equally as popular in the West as its prototype in the East, is only half a mile beyond Palmer Lake. Objects of natural interest are abundant and the walks and drives to Glen D'Eau, Bellview Point, Ben Lomond, the Arched Rocks and the cañons and glens adjacent afford material for enjoyment in the seeing and for many pleasant memories. One hundred and fifty acres are comprised in the town site. The Park is at the foot of the Rocky Mountain Range, and is sheltered at the rear by a towering cliff 2,000 feet high, and on the two sides by small spurs of the range. A noble growth of large pines is scattered over the Park. A skillful landscape engineer has taken advantage of every natural beauty and studied the best topographical effect, in laying out the streets, parks, reservoirs, drives, walks, trails and lookout points. It is a spot that must be seen to be appreciated, and every visitor, whose opinion has been learned, has come away captivated. There are building sites for all tastes. Some have a grand lookout, taking in a sweep of the valley for a distance of 50 miles, with the fountain in Palmer Lake and the beautiful lake itself in view. Elephant Rock, Table Mountain, the town of Monument, the railroad trains from both ways for over an hour before reaching the station can be seen. Others have pretty vistas, partly hidden by the pine branches, promises, so to speak of grand views, but not so ambitious as the first. Still others are sylvan nooks where the shades are deepest and the murmur of the cool waters of the babbling brooks makes music forever.

Monument. The five miles ride from Palmer Lake to Monument is interesting. On the left are giant upthrusts of brilliant red rocks castelated in shape and reaching an altitude of two and three hundred feet. The town takes its name from the creek which flows near, and the creek is so designated from the curious monumental forms of rock along its course. To the right is the Front Range of the Rockies, which the road parallels from Denver to Pueblo, and near the centre of this stretch of one hundred and twenty miles, stands Pike's Peak. Agriculture and pastoral industries are tributary to Monument. (Population, 500. Distance from Denver, 56 miles. Elevation, 6,974 feet.)

Two miles beyond is Borst, and four miles further Husted, both mere side tracks for convenient shipping of cattle and produce.

Monument Park is reached by private conveyance from Edgerton Station—distance from Denver, 67 miles. This valley is quite remarkable for the very fantastic forms into which the action of air and water through

DENVER & RIO GRANDE RAILROAD DEPOT AT COLORADO SPRINGS AND PIKE'S PEAK.

long reaches of time, have worn the sandstone rocks, forming grotesque groups of figures that very generally keep their broad brimmed sombreros, formed of iron stained cap-rock. Visitors to Monument Park obtain a fine view of Pike's Peak and Cheyenne Mountain Range. A hotel in the Park is open at all times for the accommodation of guests, and can furnish saddle-horses and carriages on premises. The grotesque group of figures into which the cream-colored sandstone rocks have been worn, some of them resembling human forms have been given quaint, descriptive titles, viz.: Dutch Wedding, Quaker Meeting, Lone Sentinel, Dutch Parliament, Vulcan's Anvil and Workshop, Romeo and Juliet, Necropolis or Silent City, The Duchess, Mother Judy and Colonnade; all of these and many others too numerous to mention are within easy walking distance to "The Pines." The Park is a favorite resort and has comfortable accommodations for guests. (Population nominal. Distance from Denver, 67 miles. Elevation, 6,354 feet.)

Colorado Springs.

Residence City and Health Resort.

Population, 15,000.

Distance from Denver, 75 Miles.

Elevation, 5,995 feet.

Many of the most influential business men of Colorado have their residence in Colorado Springs. No more delightful home city can be found than this. Mansions and cottages of the highest architectural beauty abound, and the society is composed of cultivated and wealthy people.

The town was originally laid out as a health resort, and while it still maintains its superiority in this respect, has grown beyond that single characteristic, and is now a thriving commercial place, in addition to being a favorite residence city. The town is sheltered on the west by the range of mountains with Pike's Peak in the centre, on the east by bluffs, on the north by the spur of the mountains called the "Divide," and on the south-west by Cheyenne Mountain. The streets are unusually wide, one hundred feet, and the avenues are 160 feet broad. Trees line both sides of the streets, and on Nevada avenue, the central street of the city, there are six rows of trees, two on each side and two down the centre. Water for irrigation is brought into the town by means of a winding canal, and cold, clear water, for domestic uses, is conducted from mountain sources in iron pipes. The pressure is such that no fire engines are necessary, the water being forced from hydrants to the tops of the tallest buildings. Monument Creek flows west of the town, and the Fontaine qui Bouille to the south, where the two streams form a junction. The scenery around Colorado Springs is of a very in-

RAINBOW FALLS.

PIKE'S PEAK FROM THE GARDEN OF THE GODS.

teresting and attractive character. The hotels of Colorado Springs are noted for their excellence; special attention being paid to the entertainment of tourists. There are ample accommodations and of different grades to suit all tastes and pockets. The Denver & Rio Grande Railroad has a very handsome stone depot, erected in accordance with good taste and correct architecture. The plains to the east and the mountains to the west give unlimited variety. Cheyenne Cañon, Austin's Bluffs, Crystal Park, Cameron's Cone, Monument Park and Manitou, with its environs, are all within the radius of nine miles.

Cheyenne Mountain. It is impossible to contemplate the grandeur of Cheyenne's bold outlines and great massiveness, and to become in the least familiar with its ever-varying play of light and shadow, without acknowledging the striking beauty of this noble mountain. From Colorado Springs, a superb view of its front is seen. Looking at the mountain it will be observed that at almost the nearest point, in reality four miles distant, the base of the mountain is deeply cleft by two yawning chasms, the outer rocks of which present sharp, jagged points. These clefts are, respectively, the North and South Cheyenne Cañons. They certainly should be visited by every traveler who has an eye for the beautiful. On the eastern side of Cheyenne Mountain, and accessible from South Cheyenne Cañon, is the grave of the well-known auther and poet, "H. H." The direct road from Manitou takes the tourist a distance of eight miles, turns off to the southward from the road to Colorado Springs, on the top of the hill half a mile from the town; they can also be reached by making a detour of one and a half miles through Colorado Springs, and following the continuation of Nevada avenue to the southward. Either road is pleasant, and the drive or ride is one replete with interest, and abounding in attractive scenery. An electric car line runs to the foot of the mountain from Colorado Springs.

Broadmoor. Nestling under the shadow of Cheyenne Mountain lies the famous Broadmoor resort. Connected with Colorado Springs and Manitou by an electric railway, and therefore easy of access from either of these places, this beautiful spot, with its fine casino, lake, drives, etc., is one of the many attractions surrounding the Western Spa.

Colorado City. This town, once the seat of the state capital, is two miles west of Colorado Springs, on the Manitou branch of the Denver & Rio Grande Railroad. Located in this thriving little town are extensive railroad repair shops, glass works, where the bottles for the famous Manitou Water are made, and several large manufactories, making it one of the principal cities of the state. (Population, 1,800. Distance from Denver, 78 miles. Elevation, 6,110 feet.)

MANITOU.

Watering Place, Mineral Springs and Health Resort.

Population, 1,800.

Distance from Denver, 81 miles.

Elevation, 6,324 feet.

The one resort of all the West is certainly Manitou. The attractions of this watering place have secured for it fame, and fame secures for it largely increasing patronage each year. No resort has had a more rapid growth than this, and none has more truly deserved its prosperity. There are more places of extraordinary interest to visit in the vicinity of Manitou than can be found contiguous to any other resort in the world. It is situated six miles from Colorado

MANITOU SPRINGS AND PIKE'S PEAK.

Springs, immediately at the foot of Pike's Peak. Here are the famous effervescent soda and iron springs which in an early day gave the name of "Springs" to the town of Colorado Springs. A branch of the Denver & Rio Grande Railroad unites the two places, over which trains run daily with sufficient frequency to accommodate the most exacting. There are a thousand ways in which to enjoy oneself in Manitou. A favorite pleasure is that of riding. The saddle horses are excellent. Comfortable saddles for ladies and well trained horses are furnished by all the livery stables at reasonable prices. A burro (donkey) brigade is a feature for the special benefit of the children, a careful guide taking the little ones for a ride every morning. Carriage riding and excursions on foot are excellent means of diversion. Following is a partial list of places of interest near Manitou with the distance in miles from town attached:

THE SEVEN FALLS, CHEYENNE CAÑON.

Manitou Grand Caverns	2
Cave of the Winds	1
Ute Pass and Rainbow Falls	1½
Red Cañon	3
Crystal Park	3
Garden of the Gods	3
Glen Eyrie	5
Summit of Pikes, by rail	9
" " " " trail	13
Seven Lakes, by horse trail	9
" " by carriage road	25
North Cheyenne Cañon	8½
South Cheyenne Cañon	9
Broadmoor Casino by electric railway	7

ASCENDING PIKE'S PEAK BY RAIL.

In addition to these well-known localities there are scores of canons, caves, water-falls and charming nooks which the sojourner for health or pleasure can seek out for himself. The village is thronged with visitors throughout the summer months; it is somewhat cooler and less dry than Colorado Springs in the summer, and warmer in winter. The springs all contain more or less soda and some iron. They are peculiarly adapted for the dyspepsia of the consumptive, and the Ute Iron Spring is especially remarkable for its blood-making qualities. For the pleasure-seeker and the invalid, Manitou is one of the most satisfactory resorts in the State. During the season the hotels are filled with guests from all parts of the Union. Society is represented by many of its best people, the evenings are made merry with hops and social gatherings, and the days delightful with drives and rides and walks among the myriad of attractions this place affords.

PIKE'S PEAK.

Colorado's Landmark.

Elevation,

14,147 feet.

Before Colorado had acquired a name, Pike's Peak was the landmark of the Indian, the trapper and the explorer. In later times it was the beacon by which the adventurous gold hunters steered their prairie schooners into the wonderful and mysterious west; now it has become the goal of those in search of the grand and beautiful in Nature, the enjoyments of an attractive summer resort, or the restoration of impaired health. The mountain is one of great beauty, and never entirely discrowned of snow. The Cog Wheel Railroad to the summit of Pike's Peak is the most novel railway in the world. When it reaches its objective point above the clouds, at a height of 14,147 feet above sea-level, it renders almost insignificant, by comparison, the famous cogway up Mt. Washington and the incline railway up the Rhigi in Switzerland. From its station in Manitou, just above the Iron Springs, to the station on the summit of Pike's Peak, the Manitou & Pike's Peak Railway is just eight and three-quarter miles in length. The cost of construction of the road was a half million of dollars. While it could have been built for many thousands of dollars less by putting in wooden bridges and trestles, light ties and light rails, those in charge of the building of the road would not consent to the use of any flimsy material for the sake of the saving of *any* sum of money—a substantial road that would insure absolute safety being economical, as well as a guarantee for putting the road from the start on a paying basis. The railroad closely follows Ruxton Creek, generally at an elevation of two or three hundred feet above it; the sides of the Glen are clothed with beautiful pines and spruces. Some very pretty falls are passed on the way, two of which are named respectively, the Shelter and the Minnehaha. Stupendous granite boulders are in places piled up in chaotic confusion over the stream, frequently hiding it from view. Two prominent ones are plainly visible from Manitou, and are appropriately named Gog and Magog. One of the most charming features during the ascent is the opportunity afforded for exquisite views of the world below, on looking back through the pine trees with the far-stretching plains glowing in the sun and forming a golden horizon. It goes without saying that the view from the summit is grand beyond description. To any one accustomed to mountain climbing no

IN THE GARDEN OF THE GODS.

guide is required in making the ascent of Pike's Peak, as the trail is good and well-defined, and there is a station on the summit, where visitors can obtain food and shelter.

Fountain. A pretty little town on the Fontaine qui Bouille Creek, fourteen miles south of Colorado Springs. The town has taken a new growth within the past year, and being surrounded by a good grazing and agricultural country, has a fair prospect of permanent improvement. (Population 200. Distance from Denver, 88 miles. Elevation, 5,568 feet.)

There are between Fountain and Pueblo, side-track stations as follows: Buttes, Wigwam, Piñon, Eden and Dundee. These places are useful to the railroad and convenient for the residents of the surrounding country, but they possess little or no interest for the traveler. All the way from Denver to Pueblo the traveler has the Front Range of mountains on his right, to the west, while on his left are the great plains. Below Colorado Springs the country is very fertile, and good crops are grown wherever water for irrigation can be procured.

PUEBLO,

Commercial and Manufacturing City.

Population, 35,000.

Distance from Denver, 120 miles.

Elevation, 4,667 feet. Dining Station.

"The Pittsburgh of the West" is a title often conferred on Pueblo, and it is the name which pleases its citizens best, and which comes the nearest to expressing the salient characteristics of the town. It is a live city, full of enterprise and push, and it has been favored by Nature, both in the matter of its immediate situation and of its surroundings. Plenty of coal is found not fifty miles away, iron ore is not more distant, and on the mesa, just south of the town, is Bessemer, the site of the Colorado Fuel and Iron Works, one of the largest plants of this character in the world. There are also many great smelters for the reduction of gold and silver ores, together with a large number of manufactories, planing mills, flouring mills, machine shops, etc. The city of Pueblo is surrounded by great stretches of rich agricultural land, which in places here and there is under a high state of cultivation. But it is only here and there that cultivation shows its elevating work. Tourists wonder at this, and cannot divine why, if the land is rich, it should lie fallow and uncultivated. The answer is easy to find. All this land is arid. Crops will not grow without water, and the rains of heaven are not half copious enough to promote the growth of vegetation. Where the land is watered by irrigation it is as fertile as the valley of the Nile, where it is not irrigated it is nearly as sterile as the desert of Sahara. This condition of affairs will not long remain. Storage reservoirs to conserve the winter and spring rainfall and snow deposits are in contemplation, also a series of great canals to be taken from the Arkansas river to carry the water on to the waiting land. In the meantime this uncultivated country, which appears so barren, supports tens of thousands of sheep and cattle. The short, dry crisp, curled buffalo grass, which looks about as succulent as shavings, actually contains great nutritive qualities, and if cattle or sheep can get enough of it they grow fat and command the highest price in the markets. Pastoral and agricultural interests contribute to Pueblo's prosperity, five trunk lines of railroad centre here, and manufactories increase the business of the town. Many people of great wealth make Pueblo their home and

THE DONKEY BRIGADE.

do business here. Handsome mansions, pretty cottages, large business blocks, and fine stocks of all kinds of merchandise testify to the good taste and enterprise of Pueblo's citizens. It is admitted on all sides that this must of necessity become the leading manufacturing town between the Missouri river and the Pacific coast, and the manufacturers in the East who contemplate extending or removing their works, are now carefully studying the resources of Pueblo. Pueblo is well provided with hotels, one of them representing an expense of $250,000 in its erection. All grades of excellence can be found among the hostelries, and the traveler will find no difficulty in securing accommodations suited to his tastes. Through Pueblo, the traveler passes to reach Santa Fe, Española, Durango and Silverton on the south, Cañon City, Salida, Leadville, Glenwood Springs, Aspen, Grand Junction, Salt Lake City, and Ogden on west *enroute* to San Francisco; and Gunnison, Montrose and Ouray, via the narrow gauge line over Marshall Pass.

Parnassus Springs. A pleasant drive of twelve miles, southwest of Pueblo, takes us to Parnassus Springs, among the foot hills of the Greenhorn Mountains. These waters—muriated alkaline have been tested with marked benefit, especially in cases characterized as gastric complaints.

Carlile Springs are situated twenty miles above Pueblo, on the Arkansas river. These purgative alkaline waters are as yet unimproved, but give good promise of becoming popular on account of their medicinal qualities.

Clark's Magnetic Mineral Spring. This celebrated spring in the suburbs of Pueblo, has recently been improved by the erection of a large bath house, fitted up with all the latest improvements and conveniences for bathing.

PUEBLO TO OGDEN.

FROM Denver to Pueblo, a distance of one hundred and twenty miles, the traveler has followed the Front Range of the Rocky Mountains and kept his course mainly to the south. At Pueblo, however, he turns his face westward, and this will be his outlook, in the main, until he finds himself standing on the shore of the Pacific Ocean, watching the descent of the sun into the wilderness of waters. The country between Pueblo and Florence is fine agricultural land, being the bottoms of the Arkansas River, up whose course the railroad follows until Salida is reached, ninety-seven miles from Pueblo. Back from the river rise high buttes of sandstone worn into fantastic shapes by the action of the elements. Banded with a great variety of colors and dotted here and there by groups of pines, the scene is one of much interest and adds an element of variety to the journey, which is exceedingly grateful to the traveler. The river bottoms are irrigated by means of ditches taken from the river, and the result is crops of marvelous growth and yield. One interesting and peculiar feature is the frequent occurrence of the ancient Egyptian water wheels suspended in the current of the Arkansas. This method of securing water for irrigation is rarely observed in Colorado. This valley of the Arkansas is also a good fruit country, and grapes and apples grow in abundance and of fine quality.

Florence. This town is in the centre of the coal oil fields of Colorado. Glancing from the car window the traveler will here see the tall derricks of the well machinery and the tanks for storing, together with the tank cars for transporting the oil. There are between fifty and sixty wells already in operation and more are being sunk. The oil is used for lubrication and fuel, and gives the best of satisfaction. Florence is the junction point of the Denver & Rio Grande and the Florence & Cripple Creek Railroads; the latter line having been completed and opened for business to Colorado's famous Gold Camp—Cripple Creek—on July 4th, 1894. This new railroad has made this bustling little city one of the foremost in the state. (Population, 2,000. Distance from Denver, 152 miles. Elevation, 5,199 feet.)

The Florence and Cripple Creek Railroad. This railroad, forty miles in length, has been but recently built for the purpose of opening up to commerce the vastly rich gold fields of Cripple Creek and vicinity. The principal points on the line are Arequa, Anaconda, Victor and Cripple Creek itself, all of which are heavy shippers of rich gold ores. The scenery on this line from beginning to end, is of a most beautiful character, cañons and gorges, mountain peaks and passes, valleys and vales—combined in a panorama of startling loveliness.

CRIPPLE CREEK.

Great Gold Mining Town.

Population, 5,000.

Elevation, 9,400 feet.

Distance from Denver, 193 Miles.

The town of Cripple Creek has advanced with the prosperity of the mining district of which it is the centre. From a camp of a few wooden shanties and tents, a few years ago, it has risen to a well-built, well-defined mining town. Brick buildings are being erected in the business centre and dwellings of a permanent character are dotting the slopes around the town. There is a stability about it which is most encouraging. The hotel accommodations are first-class, considering the age of the town. The population is about 5.000. There is an excellent water service, the supply being piped from the mountains above, and the town is peaceably and well governed. The advent of the railroads, the great attention being paid to gold mining and the immense quantities of ore that are being uncovered in the mining district, all go to show that Cripple Creek is but entering upon an era of great prosperity.

The Cripple Creek Gold Mining District is situated near the western base of Pike's Peak at an elevation of 9,400 feet. It consists of rolling hills, sparsely wooded, and small valleys and gulches. Lying a little south of west from Colorado Springs at a distance of about twenty miles in an air line, seventy miles from Denver and forty-four miles from Pueblo, down to 1891 it was to all intents and purposes exclusively a pastoral district. It is true that for many years past, in fact ever since 1859, prospectors have, from time to time, been over the ground and brought back samples which demonstrated the presence of gold. However, no serious efforts were made toward development, though some exploration work was done, as for instance in 1874 when a tunnel was driven in Arequa Creek, and again in 1879 in Poverty Gulch. In these, as in other instances prospectors were unfortunate and just missed the ore which is now being profitably mined.

In February, 1891, some Colorado Springs men determined upon a serious attempt to test the capabilities of the district, taking up several claims which promised so well that, during the following spring and summer, many prospectors flocked in and by the close of the year some 2,000 people were there, really determined to prove its worth. The camp was now well under way and during 1892 its progress was rapid. Work was mainly confined to the location and establishment of claims, and testing their value. In the course of that year some ten or a dozen mines became regular shippers of ore and their output reached a total of some $600,000.

During 1893 progress has been still more rapid. Numerous new claims have been located and the number of regular shipping mines has increased to some seventy or eighty, while many others not actual shippers have pay ore in sight and the total output has increased to $2,400,000 for the year. This would seem to be a very creditable showing but a much increased rate of progress may be hoped for in the immediate future.

Coal Creek Branch. A branch line of the Denver & Rio Grande Railroad runs from Florence to Coal Creek, a distance of six miles, where excellent and extensive coal mines are in operation. This line is one of great commercial importance, opening one of the most extensive coal fields in the state.

Coal Creek is at the terminus of this branch of the line. It is well supplied with stores and shops of all kinds and does a thriving business. (Population, 1,500. Distance from Denver, 155 miles. Elevation, 5,360 feet.)

CANON CITY.
Health and Pleasure Resort.
Business Centre.
Distance from Denver, 160 Miles.
Population, 3,500.
Elevation, 5,243 feet.

This city is rightly named, for it stands at the entrance to the greatest cañon penetrated by any railroad. The Grand Cañon of the Arkansas is acknowledged by a universal consensus of opinion to be one of the great wonders of the world. The Arkansas River, which rises in Fremont Park, one hundred and seventy miles to the northwest of Cañon City, here breaks its way through the Front Range of mountains and enters upon its uneventful course to the Mississippi. The town is one of the oldest in Colorado, and is essentially a place of pleasant homes. It is the county-seat of Fremont County, and the seat of the State Penitentiary. Its warm and equable climate makes it a favorite resort for invalids. In addition to its pleasant climate it possesses valuable mineral springs, both hot and cold. The water of the cold springs is almost icy in temperature, and strongly impregnated with soda. The cold springs are situated just above the Penitentiary. The scenery round about Cañon City is exceedingly attractive. The drive of about twelve miles to the brink of the Royal Gorge and the view of that wonderful chasm from the top, which can there be obtained, are experiences never to be forgotten. The town and its contiguous country possess the finest orchards in the state, and the cultivation of fruit has become a leading industry. The city is well built, has handsome business blocks and comfortable and elegant residences.

GRAPE CREEK CAÑON.

The Hot Springs. Having left Cañon City and traversed a mile to the westward the traveler will observe to his left, a picturesque, many

ROYAL GORGE.

gabled building, across the river, a rustic foot bridge leading thereto. This is the Royal Gorge Hotel situated at the Hot Springs. The hotel has excellent accommodations for guests and is a favorite resort for health and pleasure seekers. The springs are recommended by physicians as excellent in cases of cutaneous and blood diseases. Prof. Loew's analysis of the waters is as follows:

	Grains in a Gallon of Water Temperature of 104 deg. Fah.
Chloride of Sodium	18.2
Sulphate of Soda	79.3
Carbonate of Soda	73.2
Carbonate of Lime	33.5
Carbonate of Magnesia	12.8
Lithia	Trace.
	217.0

Baths have been provided at the hotel and are supplied with all the modern conveniences.

Silver Cliff Branch. This branch, 33 miles in length, which turns to the left just as the train enters the Grand Cañon, two miles above Cañon City, has its terminus at West Cliff. It passes through most charming scenery and enters an exceedingly fertile country, the Wet Mountain Valley surrounding the terminal station. Its greatest claim to scenic attraction is the fact that it passes through a cañon only less grand than that of the Arkansas.

Grape Creek Canon. Among the many remarkable cañons for which the State of Colorado is famous, there is probably none which presents more attractions to the lover of nature, or which combines the sublime with the beautiful more perfectly, than that of Grape Creek. This beautiful stream takes its rise among the lofty and almost inaccessible peaks of the Sangre de Cristo Range, and flowing nearly northward, waters in its course the beautiful and fertile Wet Mountain Valley; then passing near the famous Silver Cliff mining camp it continues its tortuous course in an easterly direction until it enters the Arkansas River about a mile above Cañon City, just where the river leaves the Grand Cañon, after its terrific conflict with the granite cliffs, and tossing its foam crests high in the air, makes its last triumphant exit from the mountains. The walls of this cañon present a splendid study for the geologist, as piled up in many places over a thousand feet in nearly vertical height, they exhibit the various formations of primary rock in a striking and peculiar manner. The entrance to the cañon for over a mile follows the windings of the clear flowing creek, with gently sloping hills on either side covered with low spruce and piñon, and with grass plats and brilliant flowers, in season, far up their slopes, and the Spanish lance and bush cactus presents their bristling points wherever a little soil affords them sustenance. To examine this cañon thoroughly a carriage or saddle-horses should be taken from Cañon City, but as the train ascent of the grades must be made slowly, a very satisfactory view can be gained from the cars in passing.

West Cliff. This town is beautifully situated in the Wet Mountain

MARSHALL PASS—EASTERN SLOPE.

THE ROYAL GORGE.

Valley, surrounded by a fine grazing and agricultural country. The view is a grand one, lofty mountains bounding the entire circle of the horizon. A mile from the station is Silver Cliff, which after the discovery of the Racine Boy mine, was the centre of a tremendous rush of miners, resulting in several other great discoveries, but the large mines were few in number and the prospectors left for other fields. The good mines are still productive and add their quota to the prosperity of the valley. West Cliff is the shipping point for Silver Cliff and Rosita, being the railroad station. (Population. 800. Distance from Denver, 194 miles. Elevation, 7,864 feet.)

Just beyond Cañon City the railway enters the Grand Cañon of the Arkansas, the narrowest portion of which is known as the Royal Gorge. When first examined it seemed impossible that a railway could ever be constructed through this stupendous cañon to Leadville and the west. There was scarcely room for the river alone, and granite ledges blocked the path with their mighty bulk. In time, however, these obstructions were blasted away, a road-bed closely following the contour of the cliffs was made, and to-day the cañon is a well-used thoroughfare. But its grandeur still remains. After entering its depths, the train moves slowly along the side of the Arkansas, and around projecting shoulders of dark-hued granite, deeper and deeper into the heart of the range. The crested crags grow higher, the river madly foams along its rocky bed, and anon the way becomes a mere fissure through the heights. Far above the road the sky forms a deep blue arch of light; but in the Gorge hang dark and sombre shades which the sun's rays have never penetrated. The place is a measureless gulf of air with solid walls on either side. Here the granite cliffs are a thousand feet high, smooth and unbroken by tree or shrub; and there a pinnacle soars skyward for thrice that distance. No flowers grow, and the birds care not to penetrate the solitudes. The river, sombre and swift, breaks the awful stillness with its roar. Soon the cleft becomes still more narrow, the treeless cliffs higher, the river closer confined, and where a long iron bridge hangs suspended from the smooth walls, the grandest portion of the cañon is reached. Man becomes dwarfed and dumb in the sublime scene, and Nature exhibits the power she possesses. The crags menacingly rear their heads above the daring intruders, and the place is like the entrance to some infernal region. Escaping from the Gorge, the narrow valley of the upper Arkansas is traversed, with the striking serrated peaks of the Sangre de Cristo close at hand on the west, until Salida is reached.

ROYAL GORGE.

Distance from Denver, 163 miles.

Greatest Height of Walls, 2,627 feet.

Length, 7 miles.

There are a number of stations between Cañon City and Salida, but none of them are of special interest to the tourist, except that fishing and hunting can be found in the immediate vicinity of any of them.

Parkdale. This is the point where tourists who desire only to see the famous Royal Gorge disembark from the west bound train, to return again to Pueblo, Colorado Springs or Denver. (Population nominal. Distance from Denver, 172 miles. Elevation, 5,737 feet.)

Beautiful Mountain View. Emerging from the cañon, a most beautiful mountain view is obtained; to the left stretch the serrated summits of the Sangre de Cristo Range, while to the front and right are the towering peaks of the Collegiate Mountains.

Wellsville Hot Springs are on our left across the Arkansas River, six miles before Salida is reached. Here is a natural warm plunge bath, the waters of which are strongly impregnated with medicinal qualities. The Wellsville Springs are a favorite resort, and are made the objective point for many pleasant excursion parties.

SALIDA.

Health and Pleasure Resort and Business Centre.

Population, 3,000.

Distance from Denver, 217 miles.

Elevation, 7,049 feet.

Eating Station.

This prosperous town is situated on the right bank of the Arkansas River, and is the converging point of the four great divisions of the Denver & Rio Grande Railroad. The first division being the line to the east; the second is the main line to the west via Leadville, Glenwood Springs and Grand Junction; the third is the narrow gauge line to Grand Junction over Marshall Pass and via Gunnison and Montrose, and the fourth is the southern extension to Alamosa, Durango, Silverton and Santa Fé. The view of the mountains from Salida is especially grand. The Collegiate Range rises to the west with Yale, Harvard and Princeton Peaks in plain view crowned with perpetual snow, while to the south stands the

BROWN'S CAÑON.

Sangre de Cristo Range, and in the south-west tower Ouray and Shaveno. The beauty of its situation, the near proximity to hot medicinal springs, the wonderful salubrity of its climate, make Salida an extremely popular health and pleasure resort. Tributary to the town are mines of copper, silver, gold, iron and coal, great quantities of charcoal are burned near Salida, and the agricultural and pastoral interest are of great extent.

The trip from Salida to Grand Junction and Ogden abounds in interest for the tourist. It leads one through a most varied country, and presents to the inspection of the traveler almost every variety of industry, from the agriculture and stock raising of the Arkansas, Eagle and Grand River Valleys, to the gold and silver mining of Leadville and Aspen, and it may be said, in passing, that Leadville and Aspen are two of the greatest mining camps in the world and well worthy of a visit. The scenery after Salida is passed grows in interest with each mile of advance. We are steaming up the left bank of the Arkansas River, and are crossing the western border of the

Great South Park. The mountains capped with snow shut us in throughout the whole circle of the horizon. The Collegiate Range, including the peaks of Yale, Harvard and Princeton to our left, and beyond, the great volcano-made cones of Ouray and Shaveno, which tower above Marshall Pass. Away off to the right are the Kenosha Hills. Agriculture and stock raising are the main industries of South Park, and the ranchmen find these pursuits of an exceedingly lucrative character. A number of small stations are passed beyond Salida as follows: Brown's Cañon, Hecla Junction, Nathrop and Midway.

Brown's Canon. After passing the station of Brown's Cañon, fine views of the Sangre de Cristo peaks present themselves close by, and then the rocks are heaped up again into the grand defile of Brown's Cañon, where one of our illustrations was made.

Calumet Branch. Just before entering Brown's Cañon, a branch road can be seen running off to the northward. That is the short road up to Calumet, where the Colorado Fuel and Iron Company have iron mines of great value and in constant operation, for the ore is suitable for the making of Bessemer steel. These mines are open, quarry-like excavations, and the ore is therefore more easily handled than is usual. The grade on this branch, four hundred and six feet to the mile, is said to be the heaviest in the world where no cog-wheels are used. Only a few empty cars can be hauled up; and the difficulty is almost as great in descending, for it requires at least four cars, dragging with hard set brakes, to hold an engine under control in going down. Marble and lumber in great quantities are also shipped down this little branch from the neighborhood of Calumet.

Buena Vista. Buena Vista is the county seat of Chaffee County. The town was incorporated in the month of December, 1879, and, for its age, is a wonderfully thriving place. It is beautifully situated on the Arkansas River, thirty-six miles below Leadville and 242 miles from Denver. The town is quite an important station, and is surrounded by good mines of gold and silver, fine pasture lands for stock and many improved ranches. The city has an abundance of pure water, fine shade trees, churches, schools, stores, etc. (Population, 1,800. Distance from Denver, 242 miles. Elevation, 7,970 feet.)

Cottonwood Springs. The Cottonwood Hot Springs have long been famous in Colorado for their curative properties. They were the resort of the Indians before the whites took possession of the country, and have since been greatly improved and made accessible to invalids and tourists. The springs are situated six miles from Buena Vista, whence a stage line conveys passengers arriving on the Denver & Rio Grande Railroad to the springs. For cases of inflammatory rheumatism, lead poisoning, and diseases of the blood, these waters possess remarkable curative properties. The scenery of the valley in which the springs are situated is of great loveliness, the Collegiate Range of mountains forming an imposing background. Fine trout fishing can be found in ten minutes' walk up and down Cottonwood Creek, and the neighboring hills abound in game. There are good accommodations here for tourists and invalids.

After leaving Buena Vista the following small stations are passed: Americus, Riverside, Pine Creek, and Twin Lakes (station).

UPPER TWIN LAKES.

Granite. At this point the stage line to Twin Lakes connects with the trains. Placer mining by huge hydraulic systems are in full operation and have been successfully worked for the past twenty years. (Population, 150. Elevation, 8,945 feet. Distance from Denver, 259 miles.)

The station of Twin Lakes must not be confounded with the lakes themselves. These most beautiful mountain tarns are best reached by a seven miles stage ride from Granite Station. The drive is in itself a delightful experience, and the lakes prove a most charming culmination. You find yourself in a little valley about seven miles in area. Around you on all sides, looming up grand and precipitous, are snow-capped mountain peaks, each of them towering fully a mile high, from where you stand, completely walling you in from the outer world. These mountains are Mount Elbert, La Plata, and Twin Peaks, each of them higher than the famous Pike's Peak, Lake Mountain, Mount Sheridan, and Park Range. They are all more or less covered, up to the timber line, with fir and spruce trees, the fragrance of which perfumes the atmosphere, and, owing to the rarified air, the tops of the peaks, on which rest the eternal snows, seem so near that you think you could almost throw a stone to their summits, though in fact the length of that very uphill stone-throw would be considerably more than a mile. For about three-fourths of its area the valley is occupied by the lakes, and to an ordinary observer it is plain that these lakes were formerly one and occupied the whole valley up to the very foot of the mountains. At present, however, they are twins—Siamese twins—for they are connected by a mountain stream, which, as well as the lakes themselves, abound in the most delicious mountain trout that ever nibbled at a hook or smoked on a platter.

TWIN LAKES.

Pleasure Resort.

Elevation, 9,357 feet.

Now let us row out into the middle of the upper lake. It seems as if you were in the centre of a mighty amphitheatre, the arena of which is water, the sloping sides fir- clad mountains, and the roof a great bowl inverted, painted a gorgeous blue and lightly resting on the snow-capped mountains. The sizzling dweller of cities may ask what is the thermometer here? I do not know. I never saw one here. These people have no more use for a thermometer than a toad has for a pocket-book. Old Sol rises bright and fierce-looking every morning in an Italian sky, but his rays are so tempered by the breezes from the mountains that by time they reach the valley they are just pleasantly warm and exhilarating. But there is one thing his rays will do, and city folk would better beware of them if they do not want to peel off their outer cuticle, they will sunburn as effectually as if conveyed through the medium of a burning glass; this is owing to the rarity of the atmosphere. Flannels can and ought to be worn here every day, and a person sitting reading or writing in-doors for an hour or so, in a room where there is no fire, and while the sun is shining brightly outside, will find the cold stealing up his nether limbs.

Returning to Granite and resuming the journey, the following small stations are passed: Hayden, Crystal Lake, Malta and Eiler.

LEADVILLE,

The Great "Carbonate Camp."

Population, 20,000.

Elevation, 10,200 feet.

Distance from Denver, 277 miles.

This wonderful Cloud City first became known to fame in 1859 as California Gulch, one of the richest placer camps in Colorado. From 1859 to 1864 $5,000,000 in gold dust were washed from the ground of this gulch. The camp was afterwards nearly abandoned, and it was not until 1876 that the carbonate beds of silver were discovered. Immediately after this discovery a great rush ensued to the carbonate camp, which was named Leadville, and the population rose from a nominal number to 30,000. Leadville is the county seat of Lake County. It is the third city in size in Colorado, and the greatest and most unique carbonate mining camp in the world. The visitor to Leadville is irresistibly reminded of the words of Joaquin Miller: "Colorado, rare Colorado! Yonder she rests; her head of gold pillowed on the Rocky Mountains, her feet in the brown grass; the boundless plains for a play-ground; she is set on a hill before the world, and the air is very clear, so that all may see her well." The city is lighted by gas and electricity; has telephonic communication with surrounding points; has the usual conveniences and luxuries of cities of corresponding size, and in all respect ranks as one of the greatest cities of this great State. Leadville is one of the most interesting cities in the world to the tourist. It abounds in scenes of a novel and characteristic nature, and presents views of life entirely foreign to the conventional. Mining methods are here fully illustrated in every form, from lode mining to hydraulic and sluicing work. Leadville has a handsome theatre, the Tabor Opera House, having a seating capacity of 1,000. The scenery around Leadville is magnificent. It is walled in on all sides by towering mountains whose summits are crowned with eternal snow. Occupying so high an altitude, the effect is remarkable, and tourists can find no more striking nor interesting scenes than those presented by Leadville and its weird and wonderful surroundings. Leadville is well supplied with good hotels. Livery accommodations are first-class, and the boulevard affords one of the finest drives in the State. Situated on the front of Mount Massive, at the mouth of Colorado Gulch, and distant five miles from Leadville are the popular Soda Springs and Evergreen Lakes. The boulevard, a carefully constructed drive, one hundred feet in width, and as smooth as a race track, gives access to the springs and lakes, a stage connecting with Leadville twice a day. The springs are strongly impregnated with soda, and are of a highly medicinal character. There is excellent trout fishing within a few minutes' walk of the springs, pleasant drives and rides are numerous, and placer as well as lode mining are in progress in near proximity, easily accessible to the inspection of the tourist. As a business point, Leadville is recognized as among the first in the State; with its large population, great smelting works and vast mining industry, it cannot help commanding the attention of business men and investors.

Between Leadville and Tennessee Pass are the following unimportant stations: Leadville Junction, Keeldar and Crane's Park.

Tennessee Pass. Rising along a tortuous path cut at a heavy grade, as usual, into the side hills, we mount slowly into Tennessee Pass, which feeds the head of Eagle River on one side and one source of the

Arkansas on the other. It is a comparatively low and easy pass, covered everywhere with dense timber, and a wagon road has long been followed through it. Reaching an elevation of quite 10,433 feet, the train darts into a tunnel half a mile long and on emerging at the western end we are on the Pacific slope. There is nothing to be seen except an occasional pile of ties, or a charcoal oven, save that now and then a gap in the hills shows the gray rough summits of Galena, Homestake, and the other hights that guard the Holy Cross. At each end of the Pass is a little open glade or "park," where settlers have placed their cabins and fenced off a few acres of level ground whereon to cut hay, for nothing else will grow at this great elevation.

We can do no better service to the tourist than to quote Ernest Ingersoll's description of this famous mountain given in "The Crest of the Continent." He says: "One of the side valleys, coming down to the track at right angles from the southwestward —I think it is Homestake Gulch—leads the eye up through a glorious alpine avenue to where the cathedral crest of a noble peak pierces the sky. It is a summit that would attract the eye anywhere,— its feet hidden in verdurous hills, guarded by nightly crags, half-buried in seething clouds, its helmet vertical, frowning, plumed with gleaming snow,—

MOUNT OF THE HOLY CROSS.

Elevation, 14,176 feet.

'Ay, every inch a king.'

"It is the Mount of the Holy Cross, bearing the sacred symbol in such heroic characters as dwarf all human graving, and set on the pinnacle of the world as though in sign of possession forever. The Jesuits went hand in hand with the *Chevalier Dubois*, proclaiming Christian Gospel in the northern forests; the Puritan brought his Testament to New England, the Spanish banners of victory on the Golden shores of the Pacific were upheld by the fiery zeal of the friars of San Francisco; the frozen Alaskan cliffs resounded to the chanting of the monks of St. Peter and St. Paul. On every side the virgin continent was taken in the name of Christ, and with all the *eclat* of religious conquest. Yet from ages unnumbered, before any of them, centuries oblivious in the mystery of past time, the Cross had been planted here. As a prophecy during unmeasured generations, as a sign of glorious fulfillment during nineteen centuries, from always and to eternity a reminder of our fealty to heaven, this divine seal has been set upon our proudest eminence. What matters it whether we write 'God' in the constitution of the United States, when here in the sight of all men is inscribed this marvelous testimony to his sovereignty! Shining grandly out of the pure ether, and above all turbulence of earthly clouds, it says: Humble thyself, O man! Measure thy fiery works at their true insignificance. Uncover thy head and acknowledge thy weakness. Forget not, that as high above thy gilded spires gleams the splendor of this ever-living Cross, so are My thoughts above thy thoughts, and My ways above thy ways."

Crane's Park is a beautiful park in the mountains at the western foot of Tennessee Pass. Here are to be seen the kilns of charcoal burners, and a wonderful valley and mountain view.

Red Cliff Canon. Just beyond Crane's Park the railroad enters Red Cliff Cañon, a comparatively short but very interesting gorge in the mountains.

Red Cliff. This picturesque little town is the country seat of Eagle County, and the entrepot of a large mining district. The mines of the Battle Mountain and other districts contribute greatly to the business of the place. Leadville with its smelters is only 25 miles distant, and this fact is also an element of success among the many which give promise of future prosperity to the town. The scenery around Red Cliff is of the grandest and most beautiful description. To reach the town the traveler makes the ascent and descent of Tennessee Pass, and obtains the best distant view that can be had of the famous Mount of the Holy Cross. Just beyond Red Cliff are the wonders of Eagle River Cañon. (Population, 1,000. Distance from Denver, 300 miles. Elevation, 8,615 feet.)

EAGLE RIVER CANON.

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Height of Walls, 2,000 feet.

Beyond Red Cliff the Eagle River Cañon opens to the view at first a comparatively wide expanse, later more narrow, walled in on each side by cliffs of vari-colored rocks, whose lofty and apparently insurmountable summits bear the dark banners of the pine. Admiration and awe at this stupendous work of Nature take possession of the mind, when suddenly these emotions are overshadowed by wonder and almost incredulous surprise at the daring of man, for there above us on the right, perched like the nest of heaven-scaling eagles, rest the habitations of men! There are the shaft houses and abiding places of adventurous miners, who, having climbed these cliffs, pick in hand, have here discovered rich veins of the precious metal, which, being blasted from its matrix, is conveyed to the railroad track 2,000 feet below, by a most ingenious system of tramways and endless steel ropes. There is something very impressive in the sight of these frail cliff-perched dwellings; and the shaft-penetrated, tunnel-pierced peaks suggest irresistibly the fabled cavernous labyrinths of "Kor." Nowhere can the traveler find a more interesting and instructive illustration of mining methods than is here presented by the shaft-scarred sides of Battle Mountain and the pinnacle-perched eyries of Eagle River Cañon.

Minturn. Having passed through the cañon, the train brings up at the eating station at Minturn, where a first class meal is always obtainable. (Population, nominal. Elevation, 7,823 feet. Distance from Denver, 308 miles.)

The Valley of the Eagle. Leaving Minturn, one enters the Valley of Eagle River. Quieter scenes of pastoral and agricultural achievements follow. Here are comfortable ranch houses surrounded by fertile fields; there are herds of cattle feeding contentedly in natural pastures; while on all sides are seen evidences of peace, prosperity and plenty. The Eagle River, a beautiful stream, whose pellucid waters do not conceal the bright colored gravel of its bed, meanders through the valley, adding to the beauty of the scene, and carrying with it the practical benefits of irrigation, without which the soil would produce nothing but vegetation suitable for grazing purposes. The clear, cold water swarms with trout, and

here the disciples of old Izaak Walton cannot fail to find ample room and verge for plying their gentle craft.

In our journey through the valley we pass the following stations: Rock Creek, Allenton, Sherwood, Eagle, Gypsum, Dotsero, Shoshone and Sulphur Springs.

EXPLORING THE WALLS.

CANON OF THE GRAND RIVER.

A Marvelous Gorge.

One of the World's Wonders.

Gradually the valley narrows, high bluffs hem us in on the left, the river is close to the track on the right, and its fertile banks suddenly change into a tumbled, twisted, black and blasted expanse of scoria, the outpouring of some ancient volcano of tremendous activity. The few trees on the hither side of the stream are also black, an inheritance of fire; the waters under the black banks, and reflecting the blackened trees, take on a swarthy hue—a stygian picture! Just beyond, a distant glimpse of fertile country, and the clear waters of the Eagle are lost in the muddy current of the Grand, and a cañon greater in extent and more varied in character than that of the Arkansas opens before us. As the train speeds downward, the mountains on the horizon

behind us seem to rise up towards the zenith as though the miracle of creation was being repeated before our eyes. Soon, however, the distant mountains are shut out and only the sky above, the river and track beneath and the cliffs around are visible; and here begins a panorama, kaleidoscopic in its ever changing forms and colors, the wonder of the one who sees, the despair of the one who wished to tell others what he saw.

In places the effect is that of giant Egptian art and architecture. Vast bastions of granite, strata on strata, rise to a stupendous height, braced against rock masses behind them, infinitely vaster. Suggestions of the Sphinx and of the pyramids can be caught in the severe and gigantic rock-piled structures on every hand. These are not made up of boulders, nor are they solid monoliths; like those in the Royal Gorge. On the contrary, they are columns, bastions, buttresses, walls, pyramids, towers, turrets, even statues, of stratified stone, with sharp cleavage, not in the least weather-worn, presenting the appearance of Brobdignagian masonry—hence I use the phrase "rock-piled structures" advisedly and as best descriptive of what there exists.

But the kaleidoscope is shaken and the rock pieces are re-arranged. The effect is startling. We have left Egypt, with her shades of gray and her frowning, massive and gigantic forms. We are in a region of glowing colors, where the vermillion, the maroon, the green and the yellow abound and mingle and contrast. What strange country was the prototype of this? Ah! yonder is something characteristic—a terraced pyramid banded with brilliant and varied colors—the teocoli of the Aztecs.

Whirling around a headland of glowing red rock, which it seems ought to be called "Flamingo Point," we are in a region of ruddy color and of graceful forms. Minarets, from whose summits the muezzin's call might readily be imagined falling upon the ears of the dwellers in this "Orient in the West," spires more graceful than that of Bruges, more lofty than that of Trinity, towers more marvelous than Pisa's leaning wonder, columns more curious than that of Vendome, splintered and airy pinnacles, infinite in variety, innumerable! inimitable! indescribable!

In a moment darkness and the increased rumble of wheels; then light and another marvelous view. We have passed tunnel No. 1, the portcullis; darkness again for a moment, then the blue sky above us. We have entered through the postern gate; darkness for the third time—absolute, unmitigated blackness of darkness; this must be "the deepest dungeon 'neath the castle moat." But soon again we see the blessed light, and there before us lies Glenwood Springs!—Colorado's Greatest Resort.

Glenwood Springs.

Health and Pleasure Resort.

Wonderful Hot Springs.

Distance from Denver, 367 miles.

Elevation, 5,758 feet.

Population, 3,000.

Glenwood Springs is *the* pleasure and health resort of Colorado, as well as a flourishing and growing town. It is the county seat of Garfield County. The picturesque scenery of the Grand River, from its source midst the peaks and crags of the Rockies, to its debouch into the magnificent waters of the broad Colorado, has been the theme of able writers in prose and poetry, but at no spot in its rapid march to the sea, do the waters of the Grand glisten and ripple upon the shores of a lovelier valley than

at its confluence with the Roaring Fork, where are situated the springs and city of Glenwood. Here the sentinel ranges, which have guarded the stormy passage of the turbulent stream through mountain pass and precipitous cañon, seem to have deployed their ranks, that they might surround and embrace a valley so lovely in its landscape and set in a frame of such scenic grandeur. The springs themselves are phenomenal, innumerable fountains bubbling up over an area covering both sides of the river, and varying in volume from twenty to one thousand cubic inches per second. The principal springs on the north side of the Grand River discharge an immense body of water, heated in nature's furnace to 140 degrees Fahrenheit, which flows in a broad stream to its outlet through an aqueduct recently constructed, forming a beautiful island, upon which is erected a commodious and well appointed bathing house, provided with every convenience for sitz, plunge and vapor bathing. The waters have been found of great benefit to invalids, and as a result the springs are largely patronized. Aside from the beautiful valley selected for its site, and the attractions presented by its wonderful springs, Glenwood City possesses many advantages and material resources which are destined to make it one of the most important points on the Denver & Rio Grande Railroad. The town has electric lights, water works, and all of the modern improvements. Glenwood is well supplied with hotels. The new Hotel Colorado, completed and opened in June, 1893, at a cost of $350,000, is probably one of the finest resort hotels in the United States. It is built of Roman tiles and Colorado peach-blow stone and contains two hundred guest rooms and forty private baths, is built in Italian style, and located under the shadow of the mountains, with the banks of the famous Pool immediately in front of it. It is surrounded by beautiful parks and drives, and withal, is a most delightful place to spend a season. This beautiful hotel is owned by Mr. Walter Raymond of the Raymond Vacation Excursions, and all the parties managed by him spend at least a week here. The hotel is under the management of Mr. A. W. Bailey, formerly of Manitou, whose ability as a hotel manager is second to none in the country. There are two other hotels, though less pretentious, the Hotel Glenwood and the Hotel Barlow.

Accommodations for Bathing. The bath house recently erected at the wonderful hot springs here, is of the most elegant design. It is built of red sandstone, and the walls of all rooms are of red or cream colored pressed brick, wainscoted with Texas pine and colored enamels. There are forty-four large bath rooms, in two departments, for the respective sexes. Each bath room has two compartments. One is lined with enamel and set with a porcelain tub, having bronze appliances for readily supplying hot, warm or cold, mineral water; and hot, warm or cold, fresh water, also showers of warm or cold water. Any desired temperature, from 45° up to 120° Fahrenheit can be supplied. The other compartment is furnished as a dressing room, and provided with a settee for reclining after the bath. These compartments have high ceilings and are well lighted from elevated windows by day, and by incandescent electric lamps at night. Light refreshments are served in each room by attendants summoned by electric bells. Massage treatment is administered in a room for that purpose. Besides the bath rooms, the building contains handsome sitting and smoking rooms with open fires, physician's room, billiard room, coffee kitchen,

BATH HOUSE AND POOL, GLENWOOD SPRINGS.

linen rooms, hair dressing rooms, laundry, etc. All rooms are kept supplied with fresh air at an equable temperature throughout the year. Every accessory for the luxurious and health-giving bath is provided in the building. The baths are supplied from the main spring, which yields a constant flow of 2,500,000 gallons per day of highly mineralized hot water, at a temperature of 124.2° Fahrenheit. This water is a remarkable remedial agent, aiding or effecting cures of scrofula, rheumatism, gout, lead poisoning, diabetes, Bright's disease, and all skin and blood diseases. The new bath house stands on the margin of the Mammoth Swimming Pool.

The Bathing Pool. This is remarkable for its size and the completeness of its conveniences. It is nearly six hundred feet in length, by one hundred and ten feet in width at the widest part. Its depth gradually increases from three and one-half feet at one end to six feet at the other. The walls are of red sandstone, and the bottom is paved with hard pressed brick. Its surface area is 43,000 square feet, or one acre; and the capacity, 1,500,000 gallons. It is constantly supplied with mineral water from the main and Yampa Springs, and kept at a temperature of about 95° Fahrenheit. There are one hundred and thirteen dressing rooms, in separate departments for the sexes. These are warmed in winter, and a hooded way leads into the water. At night the pool is brilliantly lighted by arc electric lights. Bathing suits are supplied at a moderate charge. Thousands who have tried bathing in the pool pronounce it the most delightful of baths. The exercise which it admits of while bathing is deemed especially beneficial to many kinds of invalids.

The Vapor Caves. A remarkable feature of these springs are the vapor caves—natural openings in the rocks to which the steam from the hot springs obtains access. In one of these natural caves the company has erected a unique vapor bath house with ample dressing rooms, a number of private vapor rooms, shower bath room, etc., all lighted by electric lights, affording vapor baths in either cave or private rooms at a temperature of 105° to 110° Fahrenheit. These baths are not only a luxury to those who are well, but are especially recommended by physicians for a number of serious ailments.

Aspen Branch. Extending from Glenwood Springs in a southerly direction is the branch of the Denver & Rio Grande Railroad to Aspen, and its wonderful mines. The following points are on this line.

Carbondale. Situated at the confluence of Rock Creek and Roaring Fork, twelve miles south of Glenwood Springs. This is the proposed point for coking ovens and blast furnace to be erected by the Colorado Fuel & Iron Company. (Population, 500. Distance from Denver, 379 miles. Elevation, 6,181 feet.)

The Elk Mountain Railway, starting at Carbondale, where it connects with the Aspen branch of the Denver & Rio Grande Railroad, runs up the valley of Rock Creek, in a southerly direction, for about twenty-two miles, and then in nearly an easterly line to Robinson's Lake, thirty miles from Carbondale. The line will be constructed from Robinson's Lake to the mines in the vicinity of Crystal, in the near future, making a distance of thirty-five miles from Carbondale.

Avalanche Creek Twelve miles from Carbondale. This will be

BIRD'S-EYE VIEW OF ASPEN.

the shipping point for silver and iron ores located six to eight miles up Avalanche Creek.

Penny's Hot Springs. Fourteen miles south of Carbondale, on Rock Creek. These springs are said to be equal to those of Glenwood in healing and restorative power.

Coal Basin. Nineteen miles from Carbondale. At this station all the coal from Coal Basin will be received. This is the largest and finest body of coking coal in Colorado, and is largely controlled by the Colorado Fuel & Iron Company. Extensive coking ovens will be erected at this point.

Prospect. Twenty-one miles from Carbondale. At or near this point will be located the coal breaker and extensive plant of the Pacific Coal & Coke Company, who own the extensive anthracite coal fields of Chair Mountain. This company is preparing to ship five hundred tons of anthracite coal per day. This coal is said to be equal to the best red ash coal of Pennsylvania.

Robinson's Lake. Thirty miles from Carbondale. At this point are located the finest marble and slate quarries west of the Missouri River. Yule Creek joins Rock Creek here, and all the valuable silver ores of that district will be loaded here.

Crystal. This is an old mining camp and is thirty-five miles southeast from Carbondale, on the head waters of Rock Creek. In the vicinity of this camp are located nearly one hundred and fifty patented silver mines. It is estimated that the output from this district will be one hundred tons per day.

Scenic Attraction. The line passes the base of Sopris Mountain and Chair Mountain, and terminates in the great elbow of the Elk Mountains at Crystal. No finer scenery can be found in the West. In a ride of two hours the tourist can be transported from the beautiful valley of Roaring Fork nearly to the summit of the Elk Mountain Range, and can view nearly all the prominent peaks from Mount Massive west.

Returning to Carbondale, the stations on the main line to Aspen are as follows: Emma, Snow Mass and Woody Creek.

ASPEN.

Great Mining Town.

Health and Pleasure Resort.

Population, 11,000.

Elevation, 7,874 feet.

Distance from Denver, 408 miles.

Aspen, the county seat of Pitkin County, is located in one of the most noted mining regions of Colorado, seventy-five miles northwest from Buena Vista, and is the terminus of the Aspen branch of the Denver & Rio Grande Railroad. The valleys of the Roaring Fork River and its confluents, Castle, Hunter's and Maroon Creeks, are especially fitted for agriculture, and the hills and mesas adjacent form a fine range for stock, which in addition to the mining interests will surely make Aspen one of the most prosperous cities in the State. Stores and shops of all kinds, carrying large lines of goods, are abundant, and the business done here would do credit to a town boasting five times its present population. The good faith of the people is manifested by the character of the buildings they have erected. It is a town of beautiful homes, and has most excellent society. All the principal religious denominations have suitable houses of worship, and the public schools are of an excellent order. The hotels are good, there is a fine

opera house, and the town is supplied with pure water from Castle Creek. An electric light plant illuminates the principal places of business as well as the streets. The climate is delicious and especially beneficial in all pulmonary complaints. Aspen is a garden town, and displays many beautiful lawns, sprinkled and beautified by flowers.

The main industry of Pitkin County, of which Aspen is the county seat, is mining. The town is situated upon the great zone or belt which passes through the country in a northeasterly and southwesterly course, and has tributary territory for from twenty to thirty miles each way. The ores are of good grade and are found in remarkably large deposits. The Great Central lead, with its spurs and lateral feeders, resembles a river with many branches. Silver and lead are the principal mineral products, although gold has been found and profitably worked at Independence, in the eastern part of the county, and the Iron ores at Cooper's Camp, in the southwestern part, are found in immense deposits, and are of the very finest quality. Building stone is found, and the rock is unsurpassed in texture or color, and the surrounding hills will be great producers for outside markets. Some coal is found in Pitkin County, but not in extensive measures as in Garfield, the great coal county of the United States, which adjoins upon the north. There is no territory of similar area with richer or more varied products than Pitkin County. The scenery around this thriving city is wonderfully varied and beautiful. Situated in the heart of the mountains, and surrounded by the most wonderful works of nature, Aspen will always be an attractive place to the tourist and the lover

MARBLE CAÑON.

of the grand and marvelous. Hunting and fishing are found here in their perfection. Nature seems to have made Aspen her favorite child, and has poured out at her feet all the rich gifts of her cornucopia. (Population, 11,000. Distance from Denver, 408 miles. Elevation, 7,874 feet.)

Returning to Glenwood Springs, we cross to the western bank of the river, and resume our journey towards the Occident, down the beautiful valley of the Grand.

New Castle. Here are located extensive coal mines and coking ovens of the Colorado Fuel & Iron Company. (Distance from Denver, 379 miles. Population, 1,500. Elevation, 5,560 feet.)

Rifle. The debarking point for Meeker and other points reached by stage lines. Excellent hunting and fishing grounds surround Rifle in all directions. Elk, deer, bear, trout and all kinds of game are in abundance. (Distance from Denver, 393 miles. Population, 200. Elevation, 5,500 feet.)

The Grand Valley is noted for its agricultural resources, being one of the most prolific producing portions of the state. All manner of grains are raised in great abundance, and the fruits, especially peaches, grown in this valley are unsurpassed. The principal railroad points are Parachute and DeBeque.

Grand Junction.

Chief City of Grand River Valley, at Junction of Grand and Gunnison Rivers.

Population, 4,000.

Distance from Denver, 456 miles, via Standard Gauge Line; 425 miles via Narrow Gauge Line.

Elevation, 4,594 feet.

Eating Station.

In the Valley of the Grand River, and surrounded by a fertile and well watered country, Grand Junction is the leading city of western Colorado. An extensive system of irrigating ditches has been established, and all the land under these ditches taken up, and most of it cultivated. The comparatively low altitude of this valley (it being the lowest among the Rocky Mountains with but one exception in Utah) makes it especially adapted to the cultivation of fruit. Peaches, grapes, apricots, pears and small fruits flourish here in great luxuriance, and most of the farmers have planted orchards and vineyards of greater or less extent. The usual farm products thrive in the valley, and large crops can be counted on with the greatest confidence. Grand Junction is the county seat of Mesa County, and has business and public buildings of a substantial character. Shade trees have been planted on each side of the streets, giving the town a most pleasing and attractive appearance. There is one thing sure about the Grand River Valley, and that is, it will never want for water; and with plenty of water for irrigation secured, the future prosperity of the valley and the consequent growth of Grand Junction are both assured. Back in the hills great herds are pastured, and extensive coal mines and large natural gas wells add to the many resources of this thriving city.

Grand Junction is well named, for here is the converging point of the standard and narrow-gauge lines of the Denver & Rio Grande Railroad with the Rio Grande Western line for Ogden, Salt Lake and the Pacific Coast, as well as the confluence of the two largest rivers in Colorado, the Gunnison and the Grand.

Fruita is the next station to the west, and while the town does not appear to amount to a great deal, yet the experiment which is being carried

GRAND CAÑON OF THE COLORADO.

on here is of interest to all. The experiment to which reference has been made is that of fruit culture, the effort being to prove this valley as well fitted for this purpose as Utah. So far the experiments have been successful. (Population, 100. Distance from Denver, 436 miles. Elevation, 4,523 feet.)

The Colorado Desert. For a stretch of about two hundred and fifty miles beyond Fruita no agricultural country will be seen—over one hundred miles of this, in fact, is known as the "Colorado Desert." But well informed people assert that all this desert needs to be made fertile is irrigation. Water can be got on this land from the Grand River, and perhaps before another decade has passed away the "Colorado Desert" will

be ranked with that geographical myth of twenty years ago, "The Great American Desert."

The Book Cliffs. The intervening space of one hundred miles between the Grand River and the Green would be monotonous were it not for the glimpses one obtains, to the left, of the snow-crowned San Rafael

CASTLE GATE.

and Sierra La Sal Mountains, and the constant presence, to the right, of the multiform and varicolored Book Cliffs. These Cliffs are the northern shore of what in former ages must have been a great inland sea, across whose basin the railroad runs. They vary in altitude from seven thousand to nine thousand feet and divide the waters of the Grand River from those of the White, extending two hundred miles from east to west. There are no stations of any importance between Grand Junction and Green River, the train pausing in transit only for water.

Green River. This is an eating station, on the west bank of the

Green River, and on alighting from the cars the traveler is astonished at the elegance of the hotel and the beauty of its surroundings, situated, as it is, away out on the edge of the desert. A handsome lawn of shaven grass surrounds the hotel, ornamented with trees, shrubs and flowers. All the modern conveniences are to be found within, even to the latest style of electric light, and one of the best meals to be found on the entire journey is here set before the traveler. The hotel buildings are owned by the railroad company, and no pains have been spared to make everything first class. Green River is a shipping point of considerable importance for stock. From Green River a stage line runs to the new gold discoveries in the Henry Mountains to the south. (Population, nominal. Distance from Denver, 531 miles. Elevation, 4,069 feet.)

Grand Canon of the Colorado. From the bridge across Green River the traveler, can, if the day is clear, catch a glimpse of the rugged walls of the Grand Cañon of the Colorado, scarcely fifty miles to the southward.

Climbing the Wasatch Range. From Green River to Soldier Summit, a distance of ninety-nine miles, the grade is a constant ascent, the scenery growing wilder and more varied as the advance is made. The road extends to the northward, and, after passing Sphinx, Desert Switch and Cliff Siding, unimportant side tracks, reaches Lower Crossing, twenty-five miles from Green River.

Lower Crossing is situated on Price River in the midst of interesting scenery. Stock raising is tributary to the town. (Population nominal. Distance from Denver, 556 miles. Elevation, 4,630 feet.)

Price. Situated on the south fork of the Price River, the town has a very fertile valley, though of limited extent, surrounding it. What arable land there is has been carefully utilized, and large crops of potatoes, alfalfa, oats and vegetables are raised here, through the aid of irrigation. There are mines of asphaltum to the northward, which are worked extensively, and the product shipped to the east. Price is also an important shipping point for cattle and sheep. The scenery here is very attractive, and the hunting and fishing are excellent. (Population, 100. Distance from Denver, 595 miles. Elevation, 5,547 feet.)

Fort Du Chesne. Eighty miles to the northward from Price, on the Uintah and Uncompahgre Indian reservation, is Fort Du Chesne, the Government post, supplies for which are forwarded from Price. Fort Du Chesne, has four companies of infantry and two of cavalry, numbering in all three hundred men. There are 4,000,000 acres in the reservation, all of which are at the service of only 2,500 Indians.

Helper. End of the railroad divisions and dining station. (Population, 500. Elevation, 6,000 feet.)

CASTLE GATE.

Entrance to

Price River Canon.

Height, 500 feet.

Eleven miles beyond Price station the train enters the famous portals of Castle Gate, which stand at the entrance of the Price River Cañon. Castle Gate is similar in many respects to the gateway in the Garden of Gods. The two huge pillars, or ledges of rock composing it, are offshoots of the cliffs behind. They are of different heights, one measuring five hundred, and the other four hundred and

fifty feet, from top to base. They are richly dyed with red, and the firs and pines growing about them, but reaching only to their lower strata, render this coloring more noticeable and beautiful. Between the two sharp promontories, which are separated only by a narrow space, the river and the railway both run, one pressing closely against the other. The stream leaps over a rocky bed, and its banks are lined with tangled brush. Once past the gate, and looking back, the bold headlands forming it have a new and more attractive beauty. They are higher and more massive, it seems, than when we were in their shadow. No other pinnacles approach them in size or majesty. They are landmarks up and down the cañon, their lofty tops catching the eye before their bases are discovered. It was down Price River Cañon, and past Castle Gate, that Albert Sidney Johnston marched his army home from Utah. For miles now, and until the mountains are crossed, the route chosen by the General is closely followed. The gateway is hardly lost to view by a turn in the cañon before we were scaling the wooded heights. The river is never lost sight of. The cliffs which hem us in are filled with curious forms. Now there is seen a mighty castle, with moats and towers, loopholes and wall; now a gigantic head appears. At times side cañons, smaller than the one we are in, lead to verdant heights beyond, where game of every variety abounds.

Kyune. Large stone quarries are worked here. (Distance from Denver, 614 miles.)

Pleasant Valley Junction. This little town is situated in the midst of rich and extensive coal measures. A branch road runs to the coal mines a distance of about twenty miles to the southward. The coal is valuable for coking, and is used in the various smelters of the territory. (Population, 200. Distance from Denver, 620 miles. Elevation, 7,177 feet.)

Coal Branch. From Pleasant Valley Junction the Coal Branch extends to Mud Creek, a distance of 20 miles. The intervening stations are Hale, Schofield and Coal Mine. The chief business of the road is the transportation of coal, which is mined extensively here.

Soldier Summit. Here we are on the highest railroad point on the Wasatch Range. Good pasturage covers the mountain tops, and great herds of cattle, horses and sheep graze here among the sage brush. The scenery here is wild and picturesque, and the view is wide, embracing a great sweep of serrated mountain summits. (Population, nominal. Distance from Denver, 627 miles. Elevation, 7,465 feet.) From this point the descent is made to the Utah Valley.

Red Narrows. Here the cliffs rise on each side of the track, assuming fantastic forms, and glowing with varied colors, among which red is predominant; hence, the name.

Thistle Junction. This is the junction point of the main line and the San Pete Valley branch extending to Salina. (Population, 500. Elevation, 5,043 feet. Distance from Denver, 652 miles.)

The San Pete Valley Branch of the Rio Grande Western starts toward the vast mines and quarries, grain fields and fruit gardens that lie toward the south from Thistle. Glance for a moment down this branch line. Two miles from Thistle is Asphaltum station, where there is a bed of nearly pure asphaltum, covering a square mile, and from eight to fourteen feet thick. Six miles further, and at Nebo a view is caught of Mount Nebo, one

of the tallest and grandest peaks in Utah, snow-capped all the year. About a mile below Nebo the road enters the Indian Reservation, and six miles onward is Indianola, around which cluster the adobe houses and tepees of a branch of the great Ute tribe, whence Utah has its name. They do a little farming and stock-raising, and a good deal of hunting and fishing, and, all things considered, are generally doing well. Whirling on through twenty miles of pastures and farms, past Hilltop and Milburn, at Fairview a glorious view of the San Pete Valley, "the granary of Utah," bursts upon the enchanted eye. The whole country for fifty miles is a mingling of field and garden. Only two miles more, and the train sweeps into Mount Pleasant, nestled in peach and apricot, apple, pear and plum trees, all bowed down with their loads of fruit. The town stands at the foot of the mountain on a commanding site. It has about 3,000 population, a flouring-mill and planing mill, and is the seat of Wasatch Academy, a Presbyterian school of some repute. Five miles in twelve minutes, and Spring City is passed, with great masses of snow-crowned mountains east and southeast of it, and, in ten miles more, Ephraim's bowers of fruit and shade are entered. In a population of 2,200, there are 800 school children, besides all those too young for schooling. A new depot, new hotel and many other new buildings tell the story of prosperity.

A dash of six miles onward, and Manti is reached, with 2,300 people, and hardly a poor man among them. Here, at the top of four lofty terraces hewn from the mountain side, stands the magnificent Mormon temple, which has cost $2,500,000, and is only second to the one in Salt Lake City. It is nearly two hundred feet long, one hundred wide and one hundred high, with massive towers at each end rising one hundred and seventy-five feet in the air. It is built of snow-white oolite, quarried out of the site on which it stands, and the whole workmanship is exquisite. It can be plainly seen for forty miles up and down the valley. A hot spring, on the edge of the town, pours out a hundred cubic feet a minute of water gifted with remarkable medicinal qualities. Just below Manti are the strange "Saleratus Beds," where for two miles or more the road runs through vast deposits of soda pure enough for cooking purposes.

The train rushes on through a continuous succession of grain fields and orchards. Sterling, Gunnison and Willow Creek are passed, the Sevier Valley is entered, and the locomotive screams its greeting to Salina, the present terminus of the branch. Just back of the town are mountains of rock salt, much of it as clear as crystal, and absolutely pure. Millions on millions of tons of it can be blasted out as cheap as dirt. About a mile south of these mountainous monuments to the memory of Lot's wife is a mountain of almost pure gypsum, and there is a kaolin enough to furnish all the potteries and candy-makers of the world. The whole region abounds with game and fish. Returning again to the main line we find that the

Spanish Fork Canon is charmingly picturesque, and a spot which would delight the artist. It is characterized by fresh foliage, soft contours, charming contrasts, and sparkling waters. Emerging from the cañon the traveler realizes that one stage of his mountain journey has been achieved, and before him lies one of the most fertile valleys in the world.

Utah Valley. This favored spot presents the appearance of a well-

cultivated park. It has an Arcadian beauty, and resembles the vales of Scotland. In the centre rests Utah Lake, where

> "... the stars and mountains view
> The stillness of their aspect in each trace
> Its clear depth yields of their far height and hue."

A little back from the lake stand the towns of Provo and Springville, shaded by the near peaks of the range. Utah Valley possesses a fertile soil, a delightful climate, and is one of the best farming sections of Utah. Fruit trees and grape vines grow as readily as hay and cereals. Eastward the oblong-shaped basin is shut in by the Wasatch Mountains; and on the west in the Oquirrh Range. Northward are low hills, or mesas, crossing the valley and separating it from that of the Great Salt Lake; while in the south, the east and west ranges approach each other and form blue-tinted walls of uneven shape. To the left of this barrier Mount Nebo, highest and grandest of the Utah peaks, rises majestically above all surroundings. Its summit sparkles with snow, its lower slopes are wooded and soft, while from it, and extending north and south, run vast, broken, vari-colored confreres. The valley is like a well-kept garden; farm joins farm; crystal streams water it; and scattered about in rich profusion are long lines of fruit trees, amid which are trim, white houses. All these evidences of prosperity testify to the virtues of industry, frugality and perseverance, which no one can deny are possessed by the Mormon farmers.

Spanish Fork. This is the first town in Utah Valley that the westbound tourist enters. It is situated on the Spanish Fork River, and is a most pleasant rural village. Fruit and shade trees abound. Agricultural, horticultural, and pastoral industries are pursued by the inhabitants. Vineyards flourish, wine is made, dairy products are a specialty, and the cereals and all kinds of vegetables are cultivated. (Population, 2,500. Distance from Denver, 664 miles. Elevation, 4,721 feet.)

Springville. This is another typical Mormon town. It is only four miles from Spanish Fork, and naturally possesses similar characteristics. The town derives its name from the fact that a strong hot spring pours its waters into a stream just above the town, in Hobble Cañon. The water does not freeze in winter, and thus a flouring mill run by it is enabled to work the year round. (Population, 2,500. Distance from Denver, 667 miles. Elevation, 4,565 feet.)

Tintic Branch extends southward from Springville, on through Payson and Goshen, a region rich in all agricultural productions. West of Goshen, the branch line enters Piñon Cañon, and runs for ten miles through as wild and rugged scenes as can be found in all this region of scenic wonders. The track through the cañon is a dizzy puzzle in engineering. It winds and climbs, twists, turns and wriggles, and at last absolutely crosses itself backward and forward, tying itself into a loop like a double bow-knot. There are but two similar track tangles in the United States, one in California and the other in Colorado. Out of this cañon labyrinth, the line emerges at Silver City in the far-famed Tintic mining-camp; and just on beyond that, will doubtless ere long rush its iron-horse into the newly discovered Deep Creek bonanza region, whose richness is now attracting wide-spread attention.

A QUIET NOOK.

PROVO.

County Seat of Utah Co.
Summer Resort.

Population, 5,000.

Distance from Denver, 672 miles.

Elevation, 4,517 feet.

This pretty little city belongs to the best type of Mormon towns, and a description of it will serve to give the reader a good idea of the characteristics of all the towns built by the Mormons. The dwellings, as a rule, are comfortable, but not imposing in appearance. Many of them are constructed of *adobe* or sun-dried bricks, and all are situated in lots of generous proportions and surrounded by ornamental and fruit trees. Water for irrigating purposes flows down each side of the streets, and shade trees in abundance and of luxuriant growth render the walks cool and inviting. Gardens filled with fruits, flowers and vegetables are the rule, and a quiet, peaceful, industrious semi-rural life is the good fortune of the residents here. The town is eminently fitted for a health and pleasure

SPANISH FORK CAÑON

resort, and has also great advantages as a manufacturing centre. The Timpanogas River furnishes unexcelled water power, while inexhaustible supplies of artesian water are to be found at a depth of from forty to two hundred feet. The city has, in fact, the finest water supply of any in Utah Territory. Provo has a fine public school system and is the seat of the

Brigham Young Academy, which was amply endowed by the first President of the Mormon Church, from whom the school takes its name. Its churches and public buildings, including an opera house, are a credit to its people, who are of a literary taste and inclined to liberality of thought. Utah Lake, a fine body of fresh water, lies to the southwest, and to the north and east are the Wasatch Mountains. Farming, horticulture and the raising of cattle and sheep are tributary industries, while in the town are large saw mills, flouring mills and woolen mills, the most extensive in Utah.

Utah Lake. Mention has already been made of this beautiful body of water, but the statistical traveler may want to know something more

TRAMWAY IN LITTLE COTTONWOOD CAÑON.

definite about its dimensions. The lake is thirty miles long, six miles wide, and is fed by the American Fork, Spanish Fork and Provo Rivers, and Salt, Peteetweet and Hobble Creeks. Its outlet is the Jordan River which, flowing northward, empties into Great Salt Lake. There are plenty of fish in Utah Lake, chiefly trout and mullet.

American Fork. On the western extremity of Utah Lake, is American Fork, a thriving town beautifully situated and embowered in trees. Agricultural and pastoral industries are tributary to its prosperity. (Population, 1,800. Distance from Denver, 685 miles. Elevation, 4,567 feet.)

Lehi. Three miles from American Fork is Lehi, another thriving town also on Utah Lake. Fruit and shade trees abound and make the town a place of sylvan beauty. The same industries thrive here as in the sister town mentioned above. (Population, 3,000. Distance from Denver, 688 miles. Elevation, 4,544 feet.)

Bingham Junction. This station is at the junction of the Bingham and Alta branches of the road, and, therefore, is quite a bustling place in the way of railroad business, though it has but a nominal population. (Distance from Denver, 706 miles. Elevation, 4,366 feet.)

Bingham Branch. This branch extends southwest to Bingham, a distance of sixteen miles. The intervening stations are Revere, Lead Mine and Terra Cotta.

Bingham. The town may almost be classed as a suburb of Salt Lake City, as it is less than an hour's ride from the capital of Utah Territory. The main industry of the surrounding population is mining. (Population, 900. Distance from Denver, 724 miles. Elevation, 4,375 feet.)

Alta Branch. This branch extends to the northward from Bingham Junction to Alta, a distance of thirty-five miles. The intermediate stations are Sandy and Wasatch. The line passes through the Little Cottonwood Cañon *en route*.

Alta. This is a mining town known all round the world. The place is not only entertaining in itself, but in its neighborhood are a large number of easily accessible gorges, lakes and hilltops full of artistic material and of trout fishing; or, if the tourist goes late in the season, of good shooting and ample opportunity for dangerous adventures in mountaineering. The Little Cottonwood cañon is one of those great crevices between the peaks of the Wasatch Range, plainly visible from Salt Lake City, and distinguished by its white walls, which, when wet with the morning dews, gleam like monstrous mirrors as the sunlight reaches them from over the top of the range.

The River Jordan. After the valley of Utah Lake has been left behind, *en route* to Salt Lake City, on the left of the track is seen a small river of yellow water meandering through the sage brush and volcanic scoria. The river is the Jordan, so called because it connects the Utah with the Great Salt Lake, as its namesake does Galilee and the Dead Sea.

SALT LAKE CITY.

Capital of Utah Territory.

Population, 50,000.

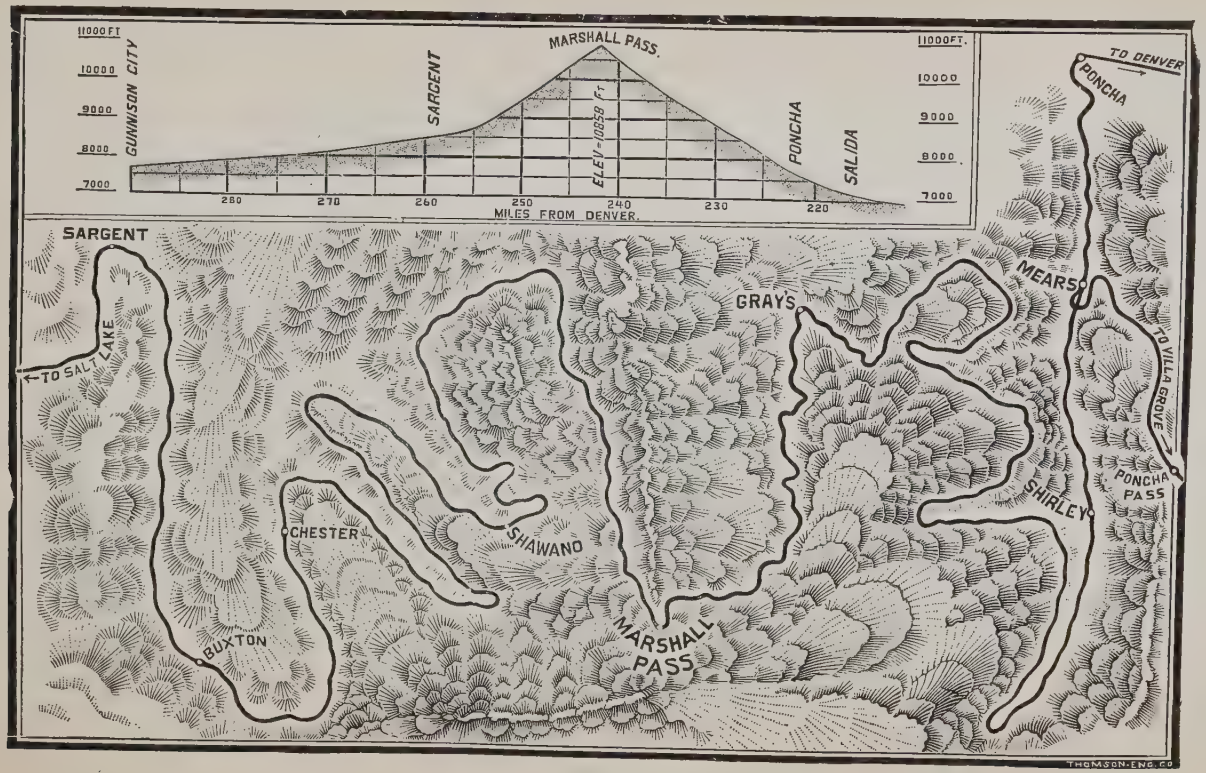
Elevation, 4,228 feet.

Distance from Denver, 716 miles.

In July, 1847, Brigham Young stood on Ensign Peak, the "Mount of Prophesy," and announced to his followers that down in the valley below should be founded the new "City of Zion," the future home of the Latter Day Saints. Up to 1871 the original settlers virtually lived apart from the rest of the world. This was owing to the religious views of the Mormons, which made them a peculiar and isolated people. To mining is due the first incursion of Gentile population, which population has steadily increased, until at present the community of Salt Lake City differs but little from any other in its social, business or religious aspect, except that it possesses, in addition to the accepted religious associations which exist elsewhere, one which differs from all others. The city is situated at the base of the Wasatch Mountains,

BIRD'S-EYE VIEW OF SALT LAKE CITY, UTAH.

which are a part of the great Continental Range dividing the Far West from the plains which extend from the base of the Rockies to the Missouri River. The finest residence portion of the city occupies the mountain bench, once the shore of a great inland sea, from which, ages ago, the waters receded until they settled in the basin of the Great Salt Lake, distant eighteen miles from the water marks yet plainly to be seen above the city. The location is such as to command a view of the entire valley, both ranges of mountains, and the southern portion of the lake. The streets are one hundred and thirty-two feet wide and bordered on each side with long rows of shade trees. Streams of pure water are conducted in ditches along both sides of all the streets. The business sections are well built, and the business streets are paved. One of the largest business enterprises of the city is the Coöperative Establishment. For convenience it is universally called the "Co-op."; its title in full is the "Zion's Coöperative Mercantile Institution." It has a central building for headquarters and branches throughout the city and Territory. Whenever one sees a building with the mystic initials "Z. C. M. I." on its sign, one may know it is a branch of the great "Co-op." The headquarters of this institution are of brick, three hundred and eighteeen by fifty-three feet in size, three stories high, and built over a large cellar. This building is crowded with merchandise of every description, and does an extensive wholesale and retail business. "Temple Square" is a great attraction for the tourist. Here are situated the Mormon Temple, Tabernacle and Assembly Hall. The Tabernacle is immense in its proportions, the roof resembling an upturned boat; and is visible from nearly every part of the city. The Temple is, with the single exception of St. Patrick's Cathedral in New York, the grandest and costliest ecclesiastical structure in this country. It was begun in 1853, completed in 1893 and cost nearly $6,000,000. It is two hundred feet long, a hundred feet wide, and a hundred feet high, with four towers, one at each corner, two hundred and twenty feet in height. The walls are ten feet thick, and the massiveness and solidity of its construction insure its defiance of the ravages of time for ages to come. It is built wholly of snow-white granite from the Cottonwood Cañon; and, standing on one of the loftiest points in the city, can be seen for fifty miles up and down the valley. Near by is the Bee Hive, once the home of Brigham Young and opposite the house of President Taylor. The **Hot Springs** of Salt Lake are highly medicinal, and the large baths are resorted to for many ailments. Within a short radius of the city the attractions are varied and numerous. Fort Douglas, the Lake, Emigration City, Bingham, Little and Big Cottonwood Cañons are easily reached. From Ensign Peak a panoramic view of the surrounding country is had. One may look from it down the greater part of Utah's length, while near at hand lie the city and lake. The Fort is also a popular resort, and not only commands an extensive view, but affords excellent opportunities of studying garrison life. The rides, drives and rambles are innumerable. Every taste is catered to. For those who love grandeur, there are the mountains, with their narrow trails, secluded parks, wild cañons and deep gorges; for those preferring gentler aspects, the valley, glowing with freshness, affords continual pleasure; for those craving the mysterious, there is the lake, large, silent and strange. The hotels are excellent, the climate unexcelled, and



ALIGNMENT OF THE DENVER & RIO GRANDE RAILROAD OVER MARSHALL PASS.

days may be passed delightfully in exploring and in studying the wealth of attractions. There are theatres, reading rooms, good horses, perfect order and universal cleanliness. Many of the private houses are palatial, and altogether the city is one of rare beauty and interest.

Great Salt Lake.

Area, 2,500 square miles.
Mean Depth, 20 feet.
Specific Gravity, 1.107.
Length, 126 miles.
Breadth, 45 miles.

As far as can be learned, the first mention in history of the Great Salt Lake was by the Baron La Houtan, in 1689, who gathered from the Western Indians some vague notions of its existence. Capt. Bonneville sent a party from Green River in 1833 to make its circuit, but they seem to have given up the enterprise on reaching the desert on the northwest, on which they lost their way, and after weeks of aimless wandering found themselves in Lower California. To General John C. Fremont must be given the credit of first navigating its waters. In 1842, on his way to Oregon, General Fremont pushed out from the mouth of Webber River, in a rubber boat, for the nearest island. He found it to be a desolate rock, fourteen miles in circumference and named it Disappointment Island. Captain Stansbury, on a subsequent visit, re-named it Fremont's Island, which name is retained. In 1850 Captain Stansbury spent three months in making a detailed survey of the Lake, its shores and islands. In brief, he found the west shore a salt-encrusted desert; the north shore composed of wide salt marshes, overflowed under steady winds from the south; the east shore possessed good, irrigable lands; the south shore was set with mountain ranges standing endways towards the lake, with the grassy valleys, Spring, Toelle and Jordan, intervening. The principal islands are Antelope and Stansbury, rocky ridges ranging north and south, rising abruptly from the water to a height of three thousand feet. Antelope is the nearest to Salt Lake City, and is sixteen miles long. Stansbury is twenty miles to the westward and is twelve miles in length. Both have springs of fresh water and good range for the stock, with which they are now covered. Of minor islands there are Fremont, Carrington, Gunnison, Dolphin, Mud, Egg and Hat, besides several small insular promontories without names. The first white man's boat to navigate the lake was probably that of Fremont; Captain Stansbury came next with his exploring boat curiously named the "Salicornia"; next in order were the Walker brothers, merchants of Salt Lake City, who sailed for some years a lonesome pleasure yacht. There is now a considerable yachting fleet, which is yearly growing in size. The lake covers an area of 2,500 square miles. Its mean depth does not probably exceed twenty feet, while the deepest place between Antelope and Stansbury is 60 feet. These two principal islands used to be accessible from the shore by wagon, but now boats must be used. From 1847 to 1856 the lake gradually filled five or six feet, and then slowly subsided to its old level. In 1863 it began to fill again, and in four or five years reached a point considerably higher than its present level, perhaps four or five feet. In the year 1875 a pillar was set up at Black Rock, by which to measure the rise and fall, resembling a tide, but having no ascertained time. It is very slight compared what it formerly was. Professor Gilbert of the Geological Survey, says that twice within recent geological time it has risen

ASSEMBLY HALL, TABERNACLE AND TEMPLE, SALT LAKE CITY.

nearly a thousand feet higher than its present stage, and, of course, covered vastly more ground. He calls that lake after Captain Bonneville, the original explorer of these regions, and whom Irving has immortalized, Lake Bonneville. Causes which learned men assign as producing what they call a glacial period might easily fill the lake until it extended nearly the whole length of Utah. During the last high stage, Professor Gilbert says there were active volcanoes in it. It is generally agreed that its first outbreak was via Marsh Creek, and the Portneuf into the Snake. At the present height of that channel (where the Utah and Northern passes out of Cache Valley) it remained a long time stationary and then seems to have receded rapidly to a second stationary point, and so on down to its present stage. There is one very heavy beach-mark on all the hills surrounding its extended area and on the hills, which were then islands, and a curious thing is the fact that this beach-mark varies in altitude from one hundred to three hundred feet, showing that the earth in this valley is still far from having reached a stable equilibrium.

The most mysterious thing about this inland sea, aside from its saltness, is the fact that it has no known outlet. A great number of fresh water streams pour into the lake from all sides, yet the water remains salt and the lake does not overflow. The saline or solid matter held in solution by the water varies as the lake rises and subsides. In 1842 Fremont obtained "fourteen pints of very white salt" from five gallons of the water evaporated over a camp fire. The salt was also very pure, assaying 97.80 fine. In 1850 Dr. L. D. Gale analyzed a sample of it which yielded 20 per cent. of pure common salt, and about 2 per cent. of foreign salts, chlorides of lime and magnesia. Sergeant Smart, U. S. A., analyzed a sample in 1877, and found an imperial gallon to contain nearly 24½ ounces of saline matter, amounting to fourteen per cent., as follows:

Common salt	11.735
Lime carbonate	.016
Lime sulphate	.073
Epsom salt	1.123
Chloride of magnesia	.843
Percentage of solids	13.790
Water	86.210
	100.

One hundred grains of the dry solid matter contained:

Common salt	85.089
Lime carbonate	.117
Lime sulphate	.531
Epsom salt	8.145
Chloride of magnesia	6.118
	100

It compares with other saline waters about as follows:

	Water.	Solid.
Atlantic Ocean	96.5	3.5
Mediterranean	96.2	3.8
Dead Sea	76.	24.
Great Salt Lake	86.2	13.8

And in specific gravity, distilled water being unity:

Ocean water	1.026
Dead Sea	1.116
Great Salt Lake	1.107

The solid matter in the water varies between spring and fall, between dry and wet seasons, and also between different parts of the lake, for nearly all the fresh water is received from the Wasatch on the east. It is the opinion of salt makers that an average of the lake at its present stage would show the presence of 17 per cent. of solid matter.

Salt Lake has become a fashionable bathing resort. In the long sunny days of June, July, August and September, the water becomes deliciously warm, much warmer in fact than the ocean, and this pleasant temperature is reached a month earlier and remains a month later. The water is so dense that one is sustained without effort, and vigorous constitutions experience no inconvenience from remaining in it a long time. A more delightful and healthy exercise than buffeting its waves when it is a little rough can hardly be imagined. There is a magnificent bathing resort on the Lake, near Salt Lake City.

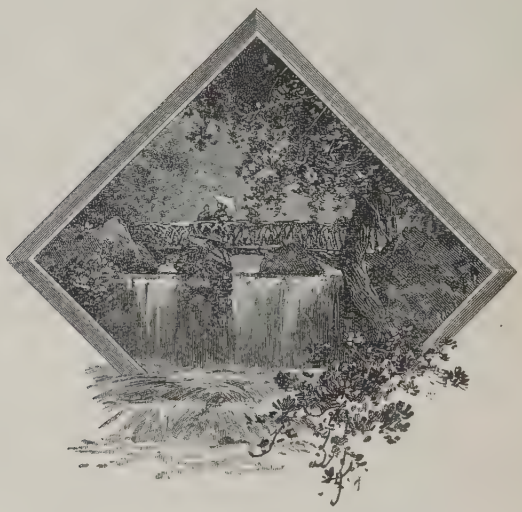
BEE HIVE HOUSE.

Saltair. The Rio Grande Western Railroad has opened a new bathing resort at Saltair, on the Great Salt Lake, about eighteen miles from the city. During the season bathing trains are run almost hourly from Salt Lake City to Saltair. These trains enable all overland passengers stopping off at Salt Lake City to have a bath in the great dead sea. Here is located the finest bathing pavillion on the continent, each of the elegant bath-rooms is fitted with shower-bath, stationary water-bowls, mirrors, chairs, incandescent electric lights, etc., making Saltair one of the most attractive watering places on the continent. There is a first-class restaurant; careful male and female attendants and a silver-cornet band furnishes music day and evening. Prof. John Muir, the celebrated scientist and litterateur, speaks as follows concerning a bath in the Great Salt Lake:

"Since the completion of the trans-continental railways this magnificent lake in the heart of the continent has become as accessible as any watering-place on either coast, and I am sure that thousands of travelers, sick

and well, would throng to its shores every summer were its merits but half known. Saltair is only a few minute's ride from the city and has good hotel accommodations and then besides the bracing waters, the climate is delightful. The mountains rise into a cool sky, furrowed with cañons almost Yosemitic in grandeur and filled with a glorious profusion of flowers and trees. Lovers of science, lovers of wilderness, lovers of pure rest will find here more than they ever may hope for."

Salt Lake to Ogden. From Salt Lake to Ogden the Rio Grande Western Railroad traverses a narrow plain. On the west lies the Great Salt Lake, while to the north rise the serrated peaks of the Wasatch Mountains. This region is under a high state of cultivation. Farms reach their golden or green fields over its length and breadth, and little streams run in bright threads out of the mountain cañons down across the meadows. The lake is in full view of the traveler most of the way, and is a never-ending source of interest. The train speeds on, and entering an amphitheatre, set around with mountains, reaches Ogden, the western terminus of the Denver & Rio Grande and Union Pacific Railroads. (Population, 32,000. Distance from Denver, 753 miles. Elevation, 4,286 feet.)



QUEEN'S CAÑON

GRAND CAÑON, FROM TO-RO-WASP.

SALIDA TO GRAND JUNCTION

VIA MARSHALL PASS.

AT Salida the tourist, holding tickets over the line of railroad, with which this book treats, may have the choice of two routes to Grand Junction. Either the standard gauge line via Leadville and Glenwood Springs, as described in the foregoing pages, or the narrow gauge line via Marshall Pass, Gunnison and Montrose. At Grand Junction these two lines unite and continue on to Salt Lake. The points of interest enroute are as follows:

Poncha. This little town, five miles west of Salida, is the station for Poncha Hot Springs and the Junction of the Monarch Branch with the main line. It is really a suburb of Salida, and is connected with that town by a beautiful boulevard, which is one of the pleasantest of drives.

Monarch Branch. From Poncha this branch runs in a rich mining country, its terminus is Monarch, a prosperous mining town, 237 miles from Denver and 11 miles from Poncha. The intermediate stations on the line are Maysville and Garfield. Mining is the chief industry.

Poncha Springs,

Hot Springs,
Watering Place,
and Health Resort.

Distance from Denver,
221 Miles.

Elevation, 7,480 feet.

As a resort for invalids, Poncha Hot Springs offers superior inducements, especially to those suffering from chronic troubles. The sick get well here in less time and with less medicine than in any other sanitarium outside of Colorado. The return to health here is made radically permanent. A great variety of diseases are cured by the peculiar earth-heated and earth-medicated waters and an intelligent system of baths. The effect on the sick is wonderfully beneficial, corollating a specific energy with the climate and pure atmosphere, and the very feeble are enabled to tolerate much hotter baths than in damper or lower altitudes, and secure correspondingly greater results. The analysis of the Poncha Hot Springs corresponds almost exactly with the waters of the Hot Springs in Arkansas. The temperature of the various Arkansas Hot Springs varies from 90 to 175°, that of the Poncha Springs varies from 90 to 185° Fahrenheit. The water is as clear as crystal and perfectly odorless and tasteless. It quenches thirst whether cold or hot, and does not disturb the stomach in any manner. There are *one hundred* of these Hot Springs, all flowing from a great field of *tufa*, the natural precipitation of ages, loss of temperature from contact with the atmosphere and chemically the same as the *tufa* of the Arkansas Hot Springs. The springs have a capacity large enough to bathe 40,000 persons daily. The following is an analysis of the Poncha Hot Springs:

THE GREAT SALT LAKE.

Silicic Acid	32.73	Organic Matter	6.21
Sesqui-oxide of Iron	1.27	Water	1.72
Alumina	5.20	Sulphuric Acid	4.46
Lime	20.00	Potash	2.08
Magnesia	.74	Soda	1.00
Cholorine	.06	Iodine	1.50
Carbonic Acid Gas	22.50	Bromine	1.50

The waters are said to be a sure cure for rheumatism and all blood and skin diseases, and catarrhal affections.

Poncha Pass. After leaving Poncha Station the railroad begins to climb the mountains, and makes its entry into Marshall Pass by way of Poncha Pass. As the train makes a long curve around the side of a great hill, about two miles above the town of Poncha, the tourist can see the Hot Springs on the side of the opposite hill to the left, a deep gorge intervening, at the bottom of which flows a clear mountain stream. The scenery here is wild and beautiful, and the interest increases with each mile of the ascent.

Mears Junction. This little station, 227 miles from Denver, in the heart of the hills, is the junction of the San Luis Valley branch with the main line, and from this point the real ascent of Marshall Pass begins.

San Luis Valley Branch. This branch of the Denver & Rio Grande extends from Mears Junction to Alamosa where it connects with the line coming over Veta Pass, to Silverton and to Creede, as described elsewhere in this volume. Enroute the first station of importance is

Villa Grove. This town is situated at the northern extremity of the great San Luis Valley, and is surrounded by a rich agricultural country. There are many good mines of gold, silver and coal in the near vicinity. Eight miles from Villa Grove on the Orient Branch, is located the famous Orient Iron mine, from which is annually produced about 60,000 tons of a fine quality of iron ore. This ore is smelted and formed into all kinds of commercial iron and steel at the works of the Colorado Fuel & Iron Company located at Bessemer, near Pueblo. (Population, 500. Distance from Denver, 247 miles. Elevation, 7,971 feet.)

Hot Springs. Five miles beyond Villa Grove is situated a group of hot springs of great medicinal value. There are so many of these springs in Colorado that all of them have never been fully developed, and this particular group of springs has not been given the attention they really deserve.

For a distance of fifty-two miles this branch extends through the grand San Luis valley in an absolutely straight line with a gradual descent towards the south. Moffat, Garrison and Mosca are the principal stations enroute and are all towns of considerable importance as entrepots for this wonderful agricultural valley. There are a number of small lakes in the valley, insuring water in abundant quantities for irrigating purposes and constituting a home for myriads of wild fowl. Hunters from Denver, Pueblo, Leadville, Salida and Alamosa, and in fact from all parts of the state visit this valley each season. Alamosa the end of this division will be found fully described in another part of this book.

After leaving Mears Station on the main line the road advances by means of a series of curves absolutely bewildering, following the convolutions of the gulches. As the altitude grows greater, the view becomes less obstructed by mountain sides, and the eye roams over miles of cone-shaped summits. The timberless tops of towering ranges show him that he is among the heights

SANGRE DE CRISTO RANGE—FROM MARSHALL PASS.

Marshall Pass.

Railroading Among the Clouds. A Marvel of Engineering Skill.

Elevation, 10,856 feet.

and in a region familiar with the clouds. Then he beholds, stretching away to the left, the most perfect of all the Sierras. The sunlight falls with a white, transfiguring radiance upon the snow-crowned spires of the Sangre de Cristo Range. Their sharp and dazzling pyramids, which near at hand are clearly defined, extend to the southward until cloud, and sky and snowy peak commingle and form a vague and bewildering vision. To the right, towers the fire scarred front of old Ouray, gloomy and grand, solitary and forbidding. Ouray holds the pass, standing sentinel at the rocky gateway to the

CRESTED BUTTE MOUNTAIN AND LAKE.

fertile Gunnison. Slowly the steeps are conquered until at last the train halts at the station, upon the Summit of Marshall Pass. The awful silence of the storm-tossed granite ocean lies beneath. The traveler looks down upon four lines of road, terrace beyond terrace, the last so far below as to be quite indistinct to view. These are only loops of the almost spiral pathway of descent. Wonder at the triumphs of engineering skill is strangely mingled with the feelings of awe and admiration at the stupendous grandeur of the scene.

Marshall Pass Station. Is directly on the summit of the pass, and the track is enclosed by a large snow shed. Fine views can be obtained, however, from the loop holes, from either end of the shed or from the observatory, erected above the station. The elevation, is 10,856

MOUNT OURAY, EASTERN SLOPE OF MARSHALL PASS.

feet above the sea. The descent begins, and the road winds around projecting headlands, on the verge of vast precipices, threads dark recesses where patches of light fall through leafy canopies upon the green slopes, follows the windings of the Tomichi, and later courses through cultivated meadows dotted with hay-stacks and small ranch houses. As the train rolls swiftly on, a backward glance gives the traveler a comprehensive idea of the vast heights overcome in the passage. The stations between Marshall Pass and Gunnison are as follows: Hilden, Shawano, Chester, Buxton, Sargent, Elko, Crookton, Doyle, Bonita, Parlin and Mounds. These stations are all small but situated in the midst of beautiful scenery.

The Waunita Hot Springs are situated eight miles from Parlin. The waters have long been famous for their great medicinal qualities, and they have been frequented by those suffering from ill health with the most surprising and gratifying results. Good accommodations have been provided for guests. The scenery surrounding the Springs is unsurpassed, and no pleasanter place can be found by the searcher after health or pleasure.

Tomichi Meadows. Beyond Parlin the line crosses a wide expanse of natural meadow land, through which meanders the beautiful Tomichi Creek.

GUNNISON.

Population, 2,500.

Distance from Denver, 290 miles.

Elevation, 7,683 feet.

Eating Station.

Gunnison is the county seat of Gunnison County, and is situated on the Gunnison River. From its central position in the great Gunnison Valley, it must of necessity always be the distributing point; and, therefore, its growth is assured as being coincident with that of the country in which it is situated. From Gunnison extends a branch of the Denver & Rio Grande Railroad up to Crested Butte, situated in the heart of a rich gold and silver mining country, and being the centre of the wonderful anthracite coal measures of the state. The town is beautifully situated and is in such close proximity to some of the most attractive scenery in the Rocky Mountains, that it has become a favorite objective point with tourists. The Gunnison River and its many confluent trout brooks offer fine sport for the fisherman, and the hills abound in game. The La Veta Hotel, the eating station for passengers, is one of the most magnificent in Colorado, having been erected at an expense of $225,000. It is elegantly furnished, and offers first class accommodations for the tourists who may wish to spend a few days or weeks here, hunting and fishing.

Crested Butte Branch. From Gunnison the Crested Butte branch of the road extends to the northwest to Crested Butte, a distance of twenty-eight miles. The line extends up the Gunnison River, which swarms with trout and is an extremely picturesque stream. The Elk Mountains are in plain view, and add grandeur to the scene. The intervening stations are Almont, Jack's Cabin, and Glaciers.

Crested Butte. This pretty village is situated most delightfully among the mountains, one castellated peak directly opposite the town conferring the name it bears. This is the centre of the most remarkable coal region yet discovered in Colorado, and abounding also in rich mines of

MARSHALL PASS—WESTERN SLOPE.

gold and silver. At Crested Butte, just back of the village, is found abundant measures of exceedingly bituminous coal, which is mined largely and made into coke. Four miles north of the town anthracite coal, equal in every respect to the best found in Pennsylvania, is taken from the top of a mountain, and shipped all over Colorado and Utah. The fishing and hunting in the mountain streams, and over the wooded hills, furnish abundant sport for the residents and tourists, and the rides and drives afford an almost infinite variety. (Population, 1,200. Distance from Denver, 318 miles. Elevation, 8,878 feet.)

Anthracite. Four miles beyond Crested Butte. The present terminus of this branch, and as its name indicates the shipping point for the anthracite coal mined in the vicinity.

Sapinero stands at the eastern entrance to the Black Cañon, and is beautifully situated on the banks of the Gunnison River. The town was named after a sub-chief among the Utes, who was regarded by the whites as a man of unusual intellectual and executive ability. In addition to commanding the entrance to the cañon, Sapinero is the junctional point for the Lake City extension of the line, and from whence stages run to the new gold region of Goose Creek. (Population, 100. Distance from Denver, 316 miles. Elevation, 7,255 feet.)

The Goose Creek Gold Mining district is located on Goose, Wild Cat, and Cebolla Creeks, and bids fair to outrival many of the older gold camps. Dubois and Spencer are the principal towns, and present indications for a new Leadville or Creede are flattering to say the least.

Lake City Branch. This extension is thirty-six miles in length, and has its terminus at Lake City. The line turns to the left about a mile west of Sapinero, and passes through a remarkable cañon en route.

Lake Fork Canon. This cañon is a most attractive bit of scenery. It is noted for its narrowness, and the height and grandeur of its walls. For thirteen miles the railroad winds through this tortuous chasm, the walls rising on each hand to a height varying from eight hundred to thirteen hundred feet. The river claims the right of way but the railroad also asserts its rights, and by the exercise of engineering skill has forced a passage. In many places the solid wall of granite has been blasted away, and from the fallen blocks a solid embankment constructed, upon which the rails have been laid. The Lake Fork is a rapid and tumultuous stream, abounding in rapids and presenting a most interesting, varied and exhilarating panorama to the eye. Emerging from the cañon and gaining a greater altitude, the view is one of magnificent extent and grandeur. Northward the peaks of the Elk Range form a long line of well-separated summits. Northeastward, the vista between nearer hills is filled with the clustered heights of the Continential Divide in the neighborhood of the Mount of the Holy Cross. Just below them confused elevations show where Marshall Pass carries its lofty avenue, and to the southward of that stretches the splendid, snow trimmed array of the Sangre de Christo.

The enterprising and thriving mining town of Lake City stands in a little park at the junction of the Lake Fork of the Gunnison River with Hensen Creek, both typical mountain streams. A substantial and pretty town has been established. Mines of marvelous value surround the town, and the advent of the railroad has given new life and energy to all the com-

GATE OF LADORE.

LAKE CITY.

Picturesque Mining Town.

Population, 1,500.

Distance from Denver, 352 miles.

Elevation, 8,604 feet.

mercial and speculative projects of the people. The development of her mining resources has been retarded during the past by the lack of transportation facilities, but this has only caused its stores of wealth to be held in abeyance for awhile before their coinage. Many another district a few years ago thought equally profitless has risen to become the scene of steady dividend making labor through the perfection of processes. It will not be long before, by like means, the reviving of Lake City's mines will occur, and enable her to catch up with her more fortunate sisters in the wide circle of the San Juan silver region. The romantic surroundings of this pretty town,—the lovely lakes from which it takes its characteristic name, the grand mountains and the grassy parks—have made it a favorite for the lovers of nature in the past, and will still attract them in the future. This is a paradise for a sportsman. Over these rolling uplands, among the aspen groves, upon the foot hills and along the willow-bordered creek deer now throng, and even an occasional elk and antelope are to be seen. In the rocky fastnesses the bear and panther find refuge, and every little park is enlivened by the flitting forms of timid hares and the whirring escape of the grouse disturbed by our passing.

BLACK CANON OF THE GUNNISON.

Height of Walls, 2,500 feet.

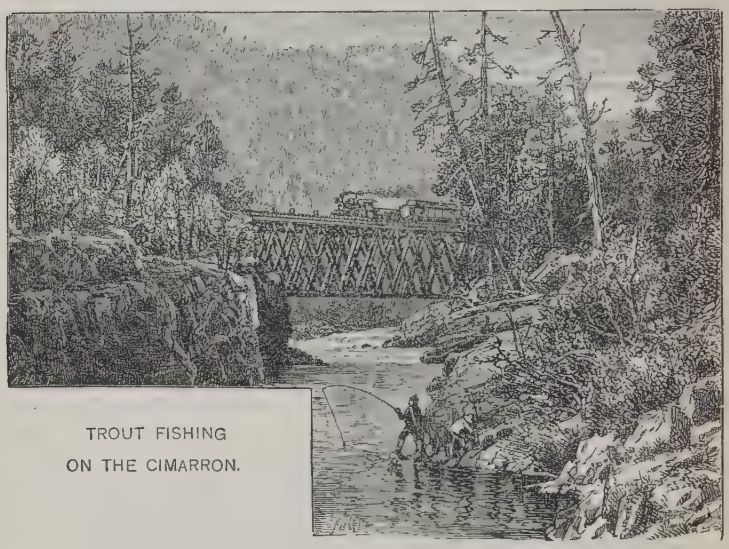
Length of Canon, 14 miles.

Beyond Gunnison, the railway traverses the valley of the same name, following the river closely, and encountering nothing but meadows and low, grayish cliffs. The Gunnison River abounds in fish, and is a great resort for the disciples of Isaac Walton. Soon, however, the channel, which the stream has worn, becomes narrower. The cliffs grow higher and steeper, the vegetation is less abundant, and suddenly the sunlight is cut off by broken summits, and directly after leaving Sapinero, where the observation car is attached, the Black Cañon holds us fast in its embrace. This gorge is grander, deeper, darker, and yet more beautiful than the one we have so lately penetrated. It is twice as long, has more verdure, and, although the walls are dark-hued enough to give the place its name, still they are of red standstone in many places, and from their crevices and on their tops, shrubs, cedars and piñons grow in rich abundance. The river has a deep, seagreen color, and is followed to Cimarron Creek, up which the road continues, still through rocky depths, to open country beyond. The Black Cañon never tires, never becomes commonplace.

Chippeta Fall starts from a dizzy height, is dashed into fragments by lower terraces, and, tossed by the winds, reaches the river in fine white spray; there another cataract leaps clear of the walls, and thunders unbroken upon the ground beside us. In the cliffs are smaller streams which trickle down and are lost in the river below. At times the cañon narrows, and is full of sharp curves, but again has long wide stretches, which enable one to study the steep crags that lower heavenward two or three thousand feet.

APPROACH TO THE BLACK CAÑON

Currecanti Needle, the most abrupt and isolated of these pinnacles, has all the grace and symmetry of a Cleopatra obelisk. It is red-hued from point to base, and stands like a grim sentinel, watchful of the cañon's solitudes. At the junction of the Gunnison and the Cimarron a bridge spans the gorge, from which the beauties of the cañon are seen at their best. Sombre shades prevail; the stream fills the space with its heavy roar, and the sunlight falls upon the topmost pines, but never reaches down the dark red walls. Huge bowlders lie scattered about; fitful winds sweep down the deep clefts; Nature has created everthing on a grand scale; detail is supplanted by magnificence, and the place is one appealing to our deepest feelings. It greets us as a thing of beauty, and will remain in our memory a joy forever. Long ago the Indians of this region built their coun-

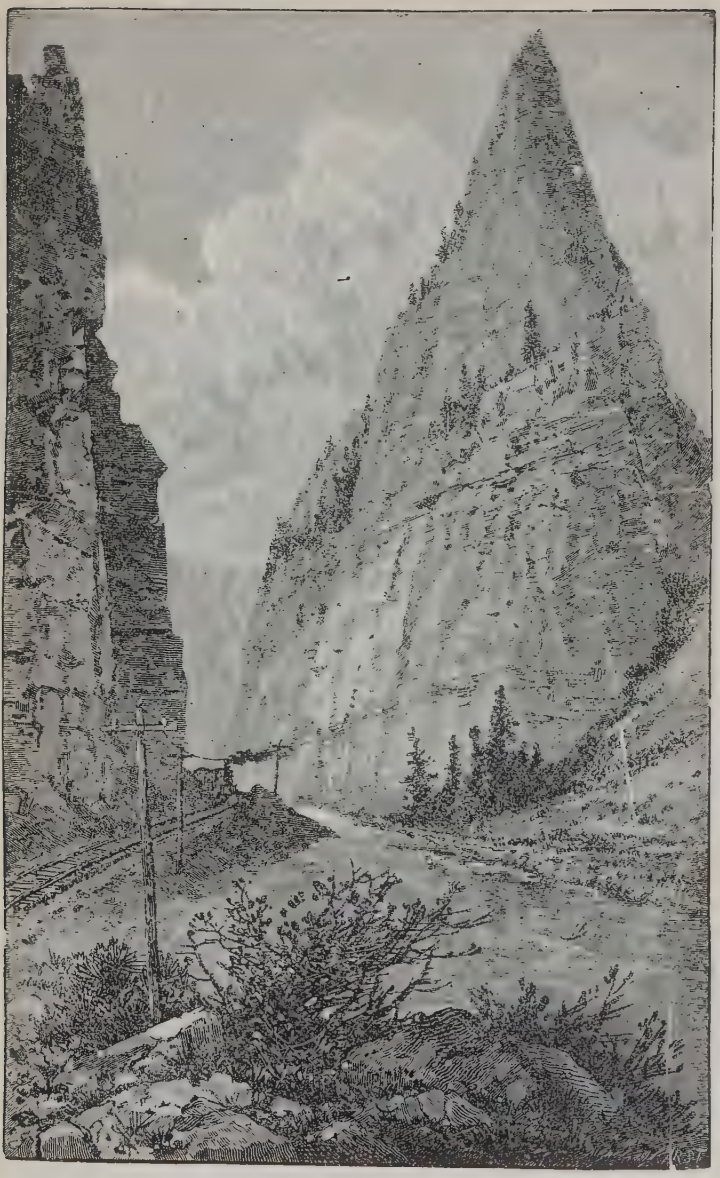


TROUT FISHING
ON THE CIMARRON.

cil fires here. By secret paths, always guarded, they gained these fastnesses, and held their grave and somber meetings. The firelight danced across their swarthy faces to the cliffs encircling them. The red glow lit up with Rembrandt tints the massive walls, the surging streams and clinging vines. They may not have known the place had beauties, but they realized its isolation, and fearing nothing in their safe retreat, spoke boldly of their plans.

Cimarron. Is a most attractive little station, nestled among the gulches on the banks of the sparkling Cimarron Creek. Here is a meal station, and here the observation car is detached. Sportsmen make headquarters at Cimarron, for the hills are full of game and the streams abound in trout. (Population, 200. Distance from Denver, 321 miles. Elevation 6,906 feet.)

Cimarron Canon. Where Cimarron Creek empties into the Gunnison through a short cañon the road leaves Black Cañon, which continues



CURRECANTI NEEDLE, BLACK CANON.

on with the larger stream, heightening in awfulness. Down there the fall of the river increases so rapidly that to follow it to the end, the railroad would emerge a thousand feet below the valley which it seeks, if a practicable grade should be kept, so the engineers have turned the road out to the valley through Cimarron Cañon, and in four or five miles a verdureless expanse is reached, and for hours the road traverses a region which is picturesque in its poverty and desolation; and in the summer the distant and sun-heated buttes, with the arid plains between, remind the traveler of the Wastes of Arabia Petra.

A UTE COUNCIL FIRE.

Cedar Divide is reached directly after emerging from Cimarron Cañon. From here the Uncompahgre Valley, its river, and the distant, picturesque peaks of the San Juan are within full sight of the traveler. Descending to the valley and following the river past Montrose, the Gunnison is again encountered at Delta.

The town of Montrose can take just pride in the grandeur of its mountain view. Situated in the Uncompahgre Valley, Montrose is almost

CHIPETA FALLS IN THE BLACK CAÑON.

MONTROSE.

Population, 2,000.

Distance from Denver, 353 miles.

Elevation, 5,811 feet.

surrounded by mountains. The San Juan Mountains tower into the heavens to the south, captained by Mounts Sneffles and Uncompahgre both over fourteen thousand feet high. Along the western horizon trend the Uncompahgre Peaks to where the Dolores joins the Grand River, a distance of over one hundred and fifty miles. The Uncompahgre Valley is fertile, and along the branch of the Denver & Rio Grande Railroad from Montrose to Ouray, is under high state of cultivation. The cereals, fruit and vegetables, together with forage plants, flourish here in the greatest luxuriance. Here was the Indian reservation, and here lived Ouray, the friend of the white man. It is only a few years since the good chief died, and his farm and buildings are still pointed out to the traveler, on the line to the town of Ouray, about two miles south of Montrose. The land in the valley surrounding Montrose is gradually being brought under cultivation. Irrigating canals have been constructed, and the rich soil responds generously to the demands of the farmer. Mining and pastoral industries also contribute greatly to the success of Montrose. There can be found excellent hunting and fishing in the vicinity.

Delta is twenty-one miles from Montrose, and is the county seat of Delta County. It is situated in the delta formed by the junction of the Uncompahgre and the Gunnison Rivers. The town is in a fine agricultural region and is supported by farming, pastoral and mining industries. It is destined to become, in time, a considerable business centre. (Population, 400. Distance from Denver, 374 miles. Elevation, 4,980 feet.)

Between Delta and Grand Junction there are a number of small stations which will not interest the traveler, but the scenery through which the railroad passes (while it is not especially startling) will interest him. After passing Delta the road crosses the Uncompahgre and follows the west bank of the Gunnison (the same river that was left at Cimarron, forty-four miles behind us). In about five miles we cross to the east bank of the Gunnison and roll along beneath cliffs which tower on our right above the train, leaving but little room between rocks and river. At Bridgeport the cars plunge into the Bridgeport Tunnel, 2,256 feet in length, one of the longest tunnels on the Denver & Rio Grande Railroad. Shortly an iron bridge, over a fine stream (the Grand River) is passed, and we find ourselves at the junction of the Gunnison with the Grand River; and of the two main lines of the Denver & Rio Grande Railroad with the Rio Grande Western Railway

PUEBLO TO ALAMOSA.

FROM Pueblo to Cuchara Junction, a distance of 50 miles, the railroad extends to the southward across the plains which stretch in one vast unbroken expanse to the eastern horizon, while to the west lies the Greenhorn Range with its intervening foothills.

Spanish Peaks. To the south rise the famed Spanish Peaks, springing directly from the plains, remarkable for their symmetry of outline, and reaching an altitude respectively of 13,620 and 12,720 feet. The Indians, with a touch of instinctive poetry, named these beautifully mountains "Wahatoya," or twin breasts. As a matter of orthographical interest, the reader may be pleased to know that the Indian spelling of the word is as follows: "Huacjatollas!"

Trinidad Branch. From Cuchara Junction, one line of the road extends in a southern direction to Trinidad, the largest city in Southern Colorado and the centre of the famous coal measures of El Moro.

This branch of the road does not pass directly through grand scenery, as it extends to the southward across the plains, and to the east of the mountains; but the line is of great commercial importance, as by its connections at Trinidad it affords a direct through route to the Gulf of Mexico. Locally, also, it is of especial importance as El Moro and Trinidad are in the heart of one of the greatest coal regions in the west, and the agricultural and pastoral industries of the plains are of large proportions. From Cuchara Junction the stations occur in the following order: Tuna, Rouse Junction, Santa Clara, Boaz, Apishapa, Barnes, Chicosa and El Moro.

El Moro is worthy of special mention because of its extensive coal mines and coking ovens; the latter are 250 in number, and the greatest in the State. The town derives its name from the great butte (El Moro) which towers above it, presenting a very striking object to the view. (Population, 250. Distance from Denver, 206 miles. Elevation, 5,879 feet.)

TRINIDAD.
Commercial and Manufacturing City.
Population, 8,000.
Elevation, 5,994 feet.
Distance from Denver, 210 miles.

This is the metropolis of southeastern Colorado, and the terminus of this branch of the Denver & Rio Grande Railroad. Trinidad is the trade and money centre for an immense territory, including portions of northern Texas, southern Colorado and northern New Mexico. In natural resources, Trinidad is exceedingly rich, being the centre of the largest coal belt in the world, and the supply depot for most of the coke used in the Great West. In addition to coal and coke in the immediate vicinity, iron exists in unlimited quantities. The supply of gypsum, granite, alum, fire-clay, silica, grit or grindstone, limestone and the finest of building stone is absolutely inexhaustible. Trinidad, from the natural deposit alone, must of necessity become a

VETA PASS AND DUMP MOUNTAIN

manufacturing centre of vast importance, and has already taken advanced steps in this regard. A $200,000 rolling mill is now in operation. The manufacture of cement, mineral paint, lime, and plaster of paris, are all important industries, while the production of building brick is very large in its proportions. Fire-brick and silica brick will soon be an additional industry. In and around Trinidad no less than three thousand laborers are now employed, and this large and daily increasing number of men spend their money in Trinidad. The city has water-works, gas-works, electric light, street cars, and other metropolitan improvements. The schools and churches are very superior, while the business houses and residences are a credit to the city. Its elevation above the level of the sea insures a delightful climate, free from malaria and other poisons common to lower altitudes, while the scenic surroundings are unsurpassed, Raton Peak and the distant range adding their grandeur to the beauty of the scene. Trinidad is a railroad centre, with three great trunk lines already in operation, with three more moving toward it; is the most important wool centre in Colorado, being the orignal market for 3,000,000 pounds, and is also a great cattle centre and, for that reason, the largest hide and pelt-receiving point in the State. Resuming the journey to Alamosa, the tourist returns to

Cuchara Junction. A small town at the junction of the New Mexico and Trinidad extensions of the Denver & Rio Grande Railroad. The supporting industries are pastoral and agricultural pursuits. (Population, 200. Distance from Denver 169 miles. Elevation, 5,942 feet.)

Walsenburg. A flourishing town doing a large business, both at home and abroad. It is surrounded by a fine pastoral country, and also derives revenue from agriculture. Coal is mined near here in large quantities. (Population, 1,000. Distance from Denver, 176 miles. Elevation, 6,189 feet.)

La Veta. A prosperous village surrounded by a pastoral country and in the midst of most beautiful scenery, being near the foothills of La Veta Mountain and the famous pass known by the same name. The Spanish Peaks are also in plain view to the east. (Population, 600. Distance from Denver, 191 miles. Elevation, 7,024 feet.)

VETA PASS.

Elevation, 9,393 feet.

Maximum Grade, 211 feet to the mile.

Distance Across Pass, 13 miles.

The ascent of this famous pass is one of the great engineering achievements of the Denver & Rio Grande Railroad. The line follows the ravine formed by a little stream, La Veta Mountain rising to the right. At the head of this gulch is the wonderful "Mule-Shoe Curve," the sharpest curve of the kind known in railroad engineering. In the centre of the bend is a bridge, and the sparkling waters of the mountain stream can be seen flashing and foaming in their rocky bed below. Standing on the rear platform of the car as the train rounds the curve, the tourist can see the fireman and engineer attending to their duties. From this point the ascent of Dump Mountain begins, rocks and precipitous escarpments of shaley soil to the right and perpendicular cliffs and chasms to the left. The ascent is slowly made, two great Mogul engines urging their iron sinews to the giant task. The view to the eastward is one of great extent and magnificence. The plains stretch onward to the dim

CLIMBING THE MOUNTAINS AT VETA PASS.

horizon line like a gently undulating ocean, from which rise the twin cones of Wahatoya, strangely fascinating in their symmetrical beauty. At the summit of the pass the railroad reaches an elevation of 9,393 feet above the sea.

Veta Mountain is to the right, as the ascent of the pass is made, and rises with smooth sides and splintered pinnacles to a height of 11,176 feet above the sea. The stupendous proportions of this mountain, the illimitable expanse of the plains, the symmetrical cones of the Spanish Peaks present a picture upon which it is a never-ceasing delight for the eye to dwell. The train rolls steadily forward on its winding course, and at last reaches the apex, glides into the timber and halts at the handsome stone station over 9,000 feet above the level of the distant sea. The downward

journey is past Sierra Blanca and old Fort Garland and through that pastoral and picturesque valley known as San Luis Park.

Placer. At Placer, one can say that the descent of Veta Pass has been accomplished, although it is still down grade as far as Alamosa. This little town is situated on the eastern border of the San Luis Valley and at the western extremity of La Veta Pass. Good hunting and fishing can be found in the neighboring foothills. The tributary industries are agriculture and stock raising. (Population, 75. Distance from Denver, 212 miles. Elevation, 8,410 feet.)

Garland. This town was formerly known as Fort Garland, and was a United States military post. Sierra Blanca, elevation, 14,483 feet, the highest mountain in the United States with one exception, is seventeen miles distant. Good trout fishing and shooting can be found in the adjacent foothills. Garland's tributary industries are agriculture and stock raising. (Population, 200. Distance from Denver, 226 miles. Elevation, 7,936 feet.)

SIERRA BLANCA
Highest Mountain of The Rocky Range.
Elevation, 14,483 feet.

Sierra Blanca is the monarch of the Rocky Range, and is characterized by the peculiarity of a triple peak. The mountain rises directly from the plain to the stupendous height of 14,483 feet, over two miles and three-fifths of sheer ascent. A magnificent view of this mountain is obtained from the cars as soon as the descent from Veta Pass into the San Luis Valley has been made. Surely it is worth a journey across the continent to obtain a view of such a mountain! Although a part of the range, it stands at the head of the valley, like a monarch taking precedence of a lordly retinue. Two-thirds of its height is above timber-line, bare and desolate, and except for a month or two of midsummer, dazzling white with snow, while in its abysmal gorges it holds eternal reservoirs of ice.

"Oh, sacred mount with kingly crest
Through tideless ether reaching,
The earth world kneels to hear the prayer
Thy dusky slopes are teaching.
With mystic glow on sunset eyes
All trembling lie thy blood-red leaves,
Their silken veins with gold inwrought,
Oh, glorious is thy world-wide thought."

The lower slopes of the mountain are clad in vast forests of pine and hemlock, while its grand triad of gray granite peaks lift into the sky their sharp pyramidal pinnacles, splintered and furrowed by the storm-compelling and omnipotent hand of the Almighty. To the north and south, for a distance of nearly two hundred miles, it is flanked by the serrated crests of the Sangre de Cristo Range, the whole forming a panorama of unexampled grandeur and beauty.

San Luis Park. This great and fertile valley is located in Southern Colorado, bordering New Mexico, and is drained by the Rio Grande, one of the largest of Colorado's rivers, into which flows from the lofty mountain ranges surrounding the park, almost numberless little mountain streams. This park, which was once the bottom of a vast mountain lake, contains fully 10,000 square miles—equal to the entire area of Massachusetts. The

SIERRA BLANCA—THE HIGHEST MOUNTAIN IN COLORADO.

soil is alluvial, from six to fifteen feet deep, and the surface is naturally well adapted for irrigation, which the rivers and streams in the park are abundantly capable of providing. The park, or valley, as it is frequently called, is from 7,000 to 7,300 feet above sea level. This elevation insures a light, pure atmosphere, free from all malarial conditions, and especially favorable for those disposed to pulmonary affections. The climate is cool in the summer, and not severe in the winter—scarcely ever more than an occasional snowfall of two or three inches in the valley. Too much in praise of the attractions and beauty of the climate of the San Luis Valley cannot be said. The grand chain of mountains, which entirely surround the park, present scenery unsurpassed in the world. Spring wheat will yield from thirty to fifty bushels to the acre, oats from fifty to seventy-five bushels, peas from thirty to forty bushels, potatoes from two hundred to three hundred bushels to the acre; beans, cabbage, all kinds of root crops, are unexcelled anywhere. Hops do well; tomatoes and melons are grown, but with some effort. Corn, in consequence of the elevation, except for garden purposes, does not pay. Alfalfa—the clover of the mountains—does well, yielding from four to six tons in two cuttings. Common red clover, timothy and red top do well. The native grasses, by irrigation, yield two tons per acre. All kinds of small fruit do exceedingly well. Grapes are untried, but it is believed they will succeed. Apples and cherries do well, plums and pears may, but peaches cannot be grown. Surrounding the valley, embracing the foot-hills and lower mountain ranges, is a range covering millions of acres, where cattle, horses and sheep can feed for more than nine months in the year. The grasses are more abundant and nutritious than upon the lower elevations. The stock so grazed upon these free ranges in the summer and fed upon the home farms in the valley in the winter, can be handled without hazard, and with certainty of profitable return to the farmer and large ranchmen.

ALAMOSA.

Junctional City.

Eating Station.

Population, 1,500.

Distance From Denver,

Via Veta Pass, 250 Miles,

Via Salida, 302 Miles.

Elevation, 7,546 feet.

This is one of the most considerable towns of the San Luis Valley. It is situated on the west bank of the Rio Grande river, and at the junction of the New Mexico, San Luis and Creede branches of the Denver & Rio Grande Railroad. The resources of the San Luis Valley have been described above, and it goes without saying that these resources are naturally tributary to the welfare of Alamosa.

The town is well supplied with stores of all kinds, some of which carry large stocks of goods. Great quantities of hay and grain, and farm produce generally, are shipped from this station, which also commands a large local trade. Within a short distance of the town a natural gas supply has been discovered, which only needs adequate development to make it an element of great prosperity to the city. There are also a large number of ever-flowing artesian wells near the city, which insure a never-failing source of pure water. The eating house at Alamoso, while unpretentious in its exterior, furnishes one of the best meals to be obtained anywhere, and has a wide-spread and well-deserved reputation. The scenery surrounding the town is grand, and the near proximity of the river makes it a favorite resort for sportsmen.

Creede Branch. From Alamosa a branch of the Denver & Rio

SUMMIT OF VETA MOUNTAIN.

Grande extends up the valley a distance of seventy miles to the great hot springs at Wagon Wheel Gap, and the famous gold and silver mining camp of Creede. The line passes through an exceedingly fertile agricultural country lying on both sides of the Rio Grande, and irrigated by the great canals taken out from the river. In the proper season of the year thousands of acres of wheat and oats, alfalfa and other farm produce can be seen growing in the greatest luxuriance on both sides of the track.

Monte Vista. This flourishing town is an example of rapid growth and a proof of the self-sustaining character of the country. The surrounding country is full of coal, oil and gas. Very rich mines are being developed (ore running from $1,000 to $2,000 per ton) in the mountains southwest of Monte Vista, which is located in the midst of 300,000 acres of the richest irrigable land with abundance of water to supply it. Monte Vista is a new, growing, enterprising prohibition town, and has a superior class of citizens. It is rapidly becoming an extra desirable residence locality. It has a first class roller process flouring mill, fifteen stores, two banks, a planing mill,

three lumber yards, three weekly papers, three livery stables, large public library, an $8,000 school-house, a $75,000 hotel, seven church organizations, a secular Sunday society, secret societies, military company, cornet band, etc. In the vicinity is one farm of 7,000 and another of 4,000 acres. The Colorado Home for Disabled Volunteer Soldiers and Sailors is located here. Some two hundred veterans occupy the magnificent building and surrounding cottages, enjoying, in their declining years, a well earned respite from the turmoil of war. (Population, 1,200. Distance from Denver, 267 miles. Elevation, 7,665 feet.)

Del Norte. This is the oldest town in what is known as the San Juan country, and is the county seat of Rio Grande county. The town site was surveyed in 1872, though the town company was formed in 1871. The town is so situated as to be on the line between the agricultural and mining sections. To the north and east of the town are the rich and rapidly settling agricultural and pastoral lands of the San Luis Valley, to the south and west are the great mines of San Juan. Del Norte is beautifully situated in a basin at the foot of the mountains, sheltered from the blasts of winter and having the most delightful weather in summer. The Rio Grande flows through the edge of the Del Norte town site, and offers to manufacturing interests exceptionally fine water power. Del Norte has some excellent business and dwelling houses, fine public school buildings, two good church buildings—above the average, the Presbyterian College of the Southwest (a staunch educational institution), a fine flouring mill of the latest roller process, a large brewery using home grown barley, two banks, court house costing $30,000, the United States land office, where all business regarding lands in this district must be transacted, and countless other enterprises that cannot be mentioned here. On Lookout Mountain, 600 feet above the town, is mounted a large telescope, to be used in connection with the Presbyterian College of the Southwest. The view from the Lookout observatory is grand in the extreme. The streets of Del Norte are wide, and the town is noted for its growth of trees—mostly cottonwoods. Water for irrigating purposes is supplied by means of a main canal from the Rio Grande, with laterals over the town site along the sides of streets. The distance from Del Norte to the following points is: To Alamosa, 30 miles; to Saguache, 35 miles; to Villa Grove, 45 miles; to Monte Vista, 15 miles; to Veteran, 18 miles; to Summitville, 27 miles; to Wagon Wheel Gap, 30 miles; to Creede, 40 miles; to Shaw's Springs, 6 miles; to Carnero, 25 miles. Del Norte is certainly a very attractive town. (Population, 1,200. Distance from Denver, 281 miles. Elevation, 7,880 feet.) From Del Norte the line follows the river amidst most attractive scenery. South Fork is a small station on the river, and is a favorite stopping place for anglers.

Wagon Wheel Gap Hot Springs.

Distance from Denver, 311 Miles.

Elevation, 8,449 feet.

The hot springs at Wagon Wheel Gap, together with the magnificence of the scenery, make it one of the most attractive pleasure resorts in Colorado. As the Gap is approached the valley narrows until the river is hemmed in between massive walls of solid rock, that rise to such a height on either side as to throw the passage into a twilight shadow. The river rushes roaring down over gleaming gravel or

WAGON WHEEL GAP.

precipitous ledges. Progressing, the scene becomes wilder and more romantic, until at last the waters of the Rio Grande pour through a cleft in the rocks just wide enough to allow the construction of a road at the river's edge. On the right, as one enters, tower cliffs to a tremendous height, suggestive in their appearance of the palisades on the Hudson. On the left rises the round shoulder of a massive mountain. The vast wall is unbroken for more than half a mile, its crest presenting an almost unserrated sky line. Once through the gap the traveler, looking to the south, sees a valley encroached upon and surrounded by hills. Here is the old stage station, a primitive and picturesque structure of hewn logs and adobe, one story in height, facing the south, and made cool and inviting by wide-roofed verandas extending along its entire front.

UP THE RIO GRANDE.

Not a hundred feet away rolls the Rio Grande swarming with trout. A drive of a mile along a winding road, each turn in which reveals new scenic beauties, brings the tourist to the famous springs. The medicinal qualities of the waters, both of the cold and hot springs, have been thoroughly tested and proved to be of a very superior quality. Lieutenant Wheeler, U. S. A., gives the following analysis of these springs: No. 1 has a temperature of about 150° Fahrenheit, is bubbling continually, and is about eight feet wide by twelve feet long; No. 2 is a small bubbling spring, cold, and about one foot in diameter, and gives out a strong odor of sulphuretted hydrogen; No. 3 is situated some distance from Nos. 1 and 2, at the foot of a hill, it bubbles continually and is of a temperature of 140° Fahrenheit. This spring is about three feet wide and the same in length; it is called the Soda Spring. In one thousand parts of the water of the springs of Wagon Wheel Gap are contained parts as follows:

	No. 1.	*No. 2.*	*No. 3.*
Sodium Carbonate	69.42	Trace.	144.50
Lithium Carbonate	Trace.	Trace.	Trace.
Calcium Carbonate	14.08	31.00	22.42
Magnesium Carbonate	10.91	5.10	22.42
Potassium Sulphate	Trace.	Trace.	Trace.
Sodium Sulphate	23.73	10.50	13.76
Sodium Chloride	29.25	11.72	33.34
Silicic Acid	5.73	1.07	4.72
Organic Matter	Trace.	Trace.	
Sulphuretted Hydrogen	Trace.	12.00	
Total	152.12	71.39	218.77

TROUT FISHING AT WAGON WHEEL GAP.

There are two good hotels at Wagon Wheel Gap, one at the springs, another close to the station, giving ample accommodation for invalids and sportsmen. The bathing facilities at the springs consist of two first class bath houses, one at each of the hot springs, which are supplied with modern conveniences.

Antelope Springs. Twenty miles west of Wagon Wheel Gap, in Antelope Park, are situated Antelope Springs, in a region which is becoming a great resort for sportsmen and abounding in fish and game. The waters of the springs are medicinal and resemble the more widely-known mineral waters of the gap, in that they are both hoth hot and cold, and differ among themselves in their mineral constituents. The scenery is wild and beautiful. For a hunting party, or as a place for a few days' outing in camp, no more pleasing spot can be found.

Trout Fishing in the Rio Grande. There is no stream on the eastern slope of the Rocky Mountains that affords finer trout fishing than the Rio Grande. Trout reaching the wonderful weight of nine pounds have been frequently taken, and those weighing from one to three pounds can be caught in great abundance. This is undoubtedly one of the best fishing resorts in America.

CREEDE.

Great Mining Camp.

Population, 5,000.

Distance from Denver, 320 Miles.

Elevation, 9,016 feet.

Ten miles beyond Wagon Wheel Gap on Willow Creek, a tributary of the Rio Grande, is Creede, the new but already famous mining camp. This camp was located but a few years ago, and is to-day one of the largest producing camps in the State, and has a population of five thousand. While Creede is known as a silver camp, it is not distinctly so. The ore in that district varies, and almost every property has more or less of a percentage of gold. The vein matter is so rich in the leading mines that even did they not contain gold they could be worked at a profit. But with Leadville, so with Creede. The deeper the mines are going, the heavier the percentage of gold. This has been the invariable rule with the large producing properties, which, from the indications, will soon have enough gold to pay for their working. The camp is active and is progressing. A great deal of development work is going on, contracts being let for extensive work every day. New districts are being opened up, revealing new formations and good paying ore. The properties that first brought the camp into prominence are continuing their large output.

There are several good hotels in Creede, and the wayfarer will be assured of all modern comforts.

ALAMOSA TO ESPAÑOLA AND SANTA FÉ.

THE New Mexico branch of the Denver & Rio Grande Railroad extends southward from Alamosa to Española, passing through an interesting country to the tourist, especially after New Mexico has been entered. Here can be seen what remains of the ancient Spanish civilization, as well as the habitations of the Pueblo Indians and the ruins of the pre-historic Cliff

EMBUDO, RIO GRANDE VALLEY.

Dwellers. Leaving Alamosa the road turns to the south and crosses the southern portion of the San Luis Valley.

La Jara. Within the last few years many new towns have sprung up in the valley, owing to the development of its agricultural industries, through the construction of great irrigating canals. Old settlements have acquired new vigor and advanced greatly in prosperity. La Jara is one of

the towns that has received this new impulse. Its people are enterprising and industrious. Agriculture and pastoral pursuits contribute to the town's success. (Population, 300. Distance from Denver, 265 miles. Elevation, 7,609 feet.)

Manassa. This is a village for a colony of Mormons, which has been established near Antonito. These Mormons do not practice polygamy and are industrious and law abiding citizens.

Antonito. This town is a thriving and prosperous place, the last one of any special importance on the railroad in the southern part of the San Luis Valley. Stock raising and agriculture occupy the attention of the surrounding population. There is a fine stone depot here, and there are many creditable business blocks. It is the station for Conejos, one mile distant; for Manassa, a large and prosperous Mormon settlement, in which polygamy is not practiced, eight miles distant, and for San Rafael, four

OLD CHURCH OF SAN JUAN.

miles distant. Its position in the heart of the San Luis valley (for full description of which see Alamosa) insures it a generous and constantly increasing support from agricultural and pastoral industries. Being the junctional point of the Denver & Rio Grande Railroad's New Mexico and San Juan branches gives it a large railroad business. Tourists will do well to stop at Antonito and visit the old Mexican town of Conejos, which is the most accessible town of the typical Mexican character in Colorado. Here may be found the plazas, churches and ancient adobe houses peculiar to the early civilization of the Spanish. Fine fishing can be found near Antonito. Antonito itself is a modern town with all the life and push of the American, full of business and enterprise. (Population, 400. Distance from Denver, 279 miles. Elevation, 7,888 feet.)

Palmilla is twenty-three miles from Antonito, and here the road enters the Territory of New Mexico and passes through a number of small stations of no especial interest to the tourist. As a matter of statistics, the names of these stations and their distances from Denver are given; Pal-

A TYPICAL MEXICAN.

milla, 290 miles. Volcano, 297 miles. No Agua, 306 miles. Tres Piedras, 313 miles. Serviletta, 323 miles. Caliente, 335 miles. Barranca, 344 miles. Comanche, 346 miles. Embudo, 351 miles. Alcalde, 359 miles. Chamita, 365 miles. Española, 370 miles. The traveler will notice that the names of the stations have assumed a Spanish form, and should he happen to address any of the swarthy men that chance to be lounging around the stations, he would very likely to receive a reply in the language of Hispania. The Spanish spoken is not Castilian by any means, but is about as near it as "pidgin English" is to genuine Chinese, being a mixture of English, Spanish and Indian dialects.

Barranca is a quiet little station in New Mexico, 344 miles from Denver. Its only claim for special mention is the fact that here the traveler takes the stage for Ojo Caliente, the celebrated hot springs, which lie among the hills, eleven miles to the westward. Stages to and from the

OJO CALIENTE.

Famous Hot Springs.

Health and Pleasure Resort.

Elevation, 7,324 feet.

springs connect with passenger trains, making quick time over an excellent road. The altitude of the springs is 7,324 feet, and the climate at all seasons of the year mild and pleasant. The springs have been noted for their curative properties and from time immemorial, having been frequented by the Indians previous to Spanish occupation and highly esteemed by both races sinces that date. They have proved remarkably successful in the treatment of rheumatism, skin diseases, derangement of the kidneys and bladder, and especially of all venereal diseases. Cases of paralysis, after resisting the usual appliances of medicine, have been sent to Ojo Caliente, and immediately and permanently relieved. The springs lie in a pleasant valley, one thousand feet lower than Barranca, surrounded by high bluffs capped with basaltic cliffs. On the top of these cliffs are table-lands on which are found the ruins of prehistoric buildings, not unlike the Indian pueblos of the present day, but of which the Indians know nothing and even their traditions furnish no account. Four miles above the village are larger springs of tepid water, the mineral deposits from which have built up great mounds, full of strange caves and glittering with saline incrustations. About three miles from Ojo Caliente is a high mountain called Cerro Colorado, from its peculiar reddish brown color, which, according to the statement of the inhabitants, exhibited marked evidences of volcanic action only sixty-two years ago. It has a well defined crater, and offers an inviting field for the investigations of the geologist.

PUEBLO INDIANS

Comanche Canon. Six miles below Barranca the train enters Comanche Cañon. Through this cañon the road makes its descent into the Rio Grande Valley. Rugged, difficult and striking, the cañon commands the admiration of the spectator. Through breaks in the walls can be caught glimpses of the valley and river, the noble Rio Grande beneath. Experienced travelers who have made the "grand tour" say that this scene resembles choice bits in Switzerland. Ernest Ingersoll thus describes the valley in his charming book, "The Crest of the Continent": "Emerging from Comanche Cañon, a bend to the southward is made along the western bank of the lower part of the cañon of the Rio Grande. In many

PUEBLO DE TAOS NEW MEXICO.

portions of this narrow valley, only about twenty miles in length, features of great interest to the eye occur, equaling the walls of Comanche, which was itself ignored until the railway brought it to the light. The river here is about sixty yards wide, and pours with a swift current troubled by innumerable fallen rocks. At times it is swollen and yellow with the drift of late rains, but in clear weather its waters are bright and blue, for it has not yet soiled its color with the fine silt which will thicken it between Texas and Mexico. On the opposite bank, near the level of the river, runs the wagon road that General Edward Hatch, formerly commander of the department of New Mexico, cut some years ago to give ready communication between his headquarters at Santa Fé and the posts in the northern part of the Territory and in southern Colorado. This is the track now followed by all teamsters, but the old road from the south to Taos ran over the hills far to the eastward, passing through Picuris."

Embudo. At the mouth of Comanche Cañon stands an odd conical hill dividing the current of the river. Noticing its resemblance to a funnel the Mexicans called it Embudo, and the station here takes the same name. Embudo is chiefly important as the point of departure for Taos, whose remarkable pueblo is described further on.

Espanola. This little village is the southern terminus of the Denver & Rio Grande Railroad, and is of interest to the tourist because of its contiguity to ancient pueblos and the ruins of Cliff dwellings. The Santa Fé Southern Railroad connects here with the Denver & Rio Grande Railroad, and by it the journey is continued to Santa Fé. Española's tributary industries are pastoral and agricultural. (Population, 100. Distance from Denver, 370 miles. Elevation, 5,590 feet.)

SANTA CRUZ

PUEBLO OF SAN JUAN.

PUEBLO DE TAOS.

Places of interest near Espanola. Santa Cruz is a most interesting old Mexican town, situated on the Rio Grande del Norte, directly opposite Española. Its chief attraction is the ancient church erected in the sixteenth century, which contains several paintings and images sent over from Spain.

The Pueblo of San Juan is situated on the Rio Grande, about four miles above Española, and one and one-half mile from the railroad. There are twenty-six similar Indian towns, nineteen of which are situated in New Mexico, and seven in Arizona. Nine of them are on the line of the Denver & Rio Grande Railroad, or its immediate vicinity, viz.: Taos, Picuris, San Juan, Santa Clara, San Yldefonso, Pojuaque, Nombe, Cuyamauque, and Tesuque. The different pueblos closely resemble each other in construction. The dwellings are all built of mud-colored adobes, or sun-dried bricks, and are arranged so as to inclose a plaza or public square. The walls are from two to four feet in thickness, and the roofs are of timber, covered with dirt a foot or more in depth; many houses are two, and some even four and five stories, or rather terraces, in height, each successive story being set back some twelve or fifteen feet from the side walls of the next story below. The usual manner of entering these dwellings is by ascending a ladder outside the building to the roof, and through a hole descending to the interior by another ladder; though some, as a modern improvement, have doors

cut through the side walls. This method was doubtless adopted as a defensive measure during troublesome times, when it was often necessary to convert the pueblo into a fortress from which to repel hostile invasions.

Pueblo of Santa Clara A few miles below the pueblo of San Juan is the pueblo of Santa Clara, just across the river from Chamita, a station on the Denver & Rio Grande line. Its characteristics are similar to those of the pueblos already described.

The Pueblo de Taos. Thirty miles above Embudo is the Pueblo de Taos. Thls is considered the most interesting as well as the most perfect specimen of a Pueblo Indian fortress. It consists of two communistic houses, each five stories high, and a Roman Catholic church, now in a ruined condition, which stands near, although apart from, the dwellings. Around the fortress are seven circular mounds, which at first suggest the idea of being the work of Mound Builders. On further examination they

NEW MEXICAN LIFE.

prove to be the sweating chambers, or Turkish bath, of this curious people. The largest appears also to serve the purpose of a council chamber and mystic hall, where rites peculiar to the tribe, about which they are very reticent, are performed. The Pueblo Indians delight to adorn themselves in gay colors, and form very interesting and picturesque subjects for the artist, especially when associated with their quaint surroundings. They are skilled in the manufacture of pottery, basket making and bead work. The grand annual festival of these Indians occurs on the 30th of September, and the ceremonies are of a peculiarly interesting character.

All of these ancient pueblos are easy of access via the Denver & Rio Grande Railroad, and abound in objects of interest dating back many hundreds of years before the occupation of the country by the whites, and will fully repay the tourist for the time and expense necessary to visit them.

Espanola to Santa Fe. At Española the Santa Fé Southern Railroad connects with the Denver & Rio Grande and carries the tourist

still further southward to the capital of New Mexico, one of the most interesting cities on the North American continent, Santa Fé. En route one can catch a glimpse of the ruins of ancient cliff dwellings perched in the alcoves of the perpendicular bluffs which rise near the track. The journey is only a distance of thirty-eight miles through a country presenting novelty to the eyes of those unfamiliar to sub-tropical scenes, but not of an especially startling character.

SANTA FE,

The Oldest Town in the United States.

Commercial City and Health Resort.

Population, 7,000.

Distance from Denver, 408 miles.

Elevation, 7,046 feet.

The capital of the territory of New Mexico is the oldest city in the United States, there being evidence to show that it was inhabited as early as 1325, or nearly three hundred years before the pilgrim fathers landed on Plymouth Rock. The city of Holy Faith is situated on both sides of the Santa Fé Creek. The streets are narrow, and the buildings are almost all constructed of adobe, and only one story in height. The city is filled with antiquities, the most remarkable of which, perhaps, is the church of San Miguel, built in 1582, and the Palace, erected in 1710. The city is free from malaria and excessive heat and cold, and from wind and sand storms. It is supplied with pure water and pure air from the the mountains surrounding; it has delightful scenery beneath bright sunshine with glorious sunsets; it has trout in its streams, and game in the adjacent hills and mountains; the people are daily supplied at their doors with the freshest and choicest esculents of home production; and besides possessing wonderful health-giving properties, it is one of the most comfortable residence cities in the world. This fact is rapidly becoming known and appreciated, as witness its growing popularity both as a summer residence for people from the South, and as a winter residence for people from the North, and as an all-the-year-round residence and sanitarium for people variously in search of health, comfort, pleasure and business.

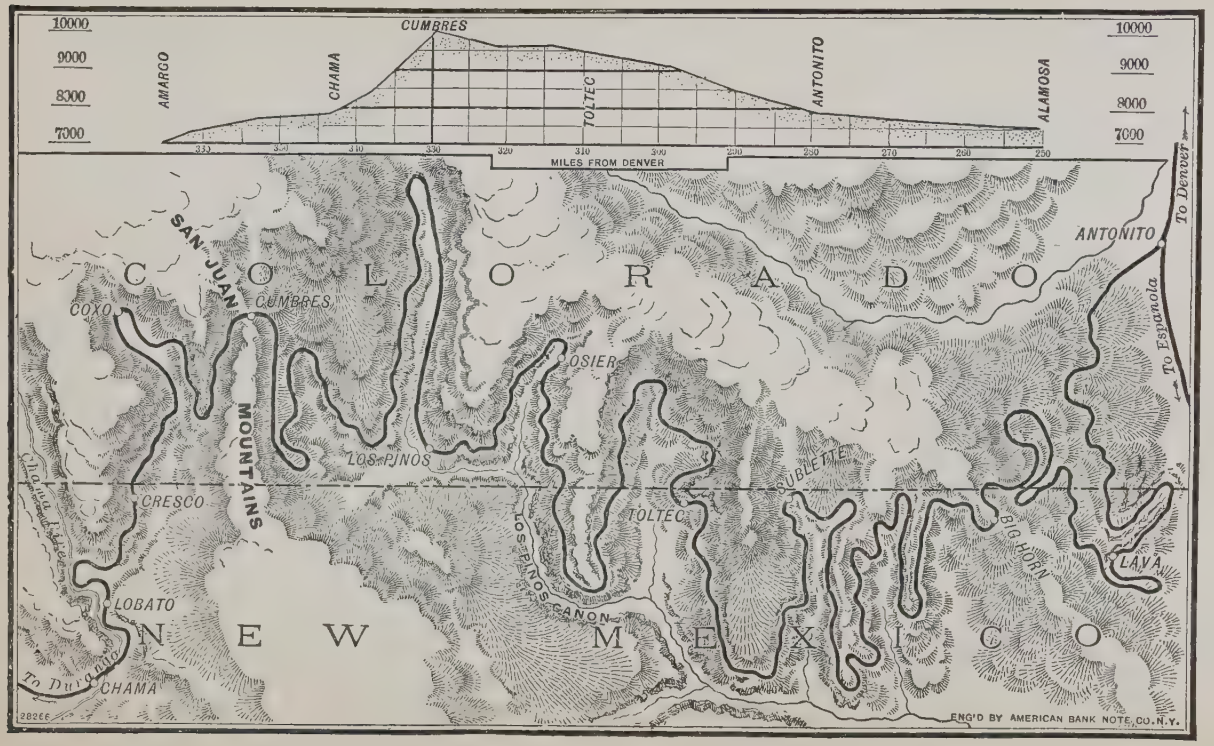
Santa Fé is the chief money centre of the Territory. It has two old and well established national banking houses, besides hundreds of thousands of dollars for loan in private hands. It has a live board of trade, the most able and distinguished bar in the Southwest. A splendid agricultural, pastoral, and mining country is tributary to the city. (Population, 7,000 Distance from Denver, 408 miles. Elevation, 7,046 feet.)

ALAMOSA TO SILVERTON.

AT Antonito the line branches, that to Española and Santa Fé extending due south and that to Silverton turning to the westward. The trip from Antonito to Silverton is one of great interest and abounds in scenic attractions. The road gradually climbs out of the valley of San Luis and up the eastward slope to the Conejos range of mountains. The line from Big Horn to Arboles is constantly among the hills, and the stations are either for the convenience of stockmen or shipping points for lumber, and while of commercial importance to the railroad, of little interest to the tourist. During the summer the Conejos Mountains furnish one of the finest ranges for stock in Colorado, and it goes without saying that these grass-carpeted hills and vales are fully occupied. The forest growth on the western slope is of a larger and more dense character than that of the eastern. Many sawmills have been here established, and the manufacture of lumber is a large industry. The climb to Chama is full of interest. The line pursues a tortuous course, following the convolutions of the hills and making the ascent up the less difficult grades of the gulches.

Los Pinos Valley. Describing a number of large curves around constantly deepening depressions, we reached the breast of a mountain, whence we obtain our first glimpse into Los Pinos Valley, and it comes like a sudden revelation of beauty and grandeur. The approach has been picturesque and gentle in character. Now we find our train clinging to a narrow pathway carved out far up the mountain's side, while great masses of a volcanic conglomerate tower overhead, and the faces of the opposing heights are broken into bristling crags. The river sinks deeper and deeper into the narrowing vale, and the space beneath us to its banks is excitingly precipitous. We crowd upon the platform, the outer step of which sometimes hangs over an abyss that makes us shudder, till some friendly bank places itself between us and the almost unbroken descent. But we learn to enjoy the imminent edge, along which the train creeps so cautiously, and begrudge every instant that the landscape is shut out by intervening objects. To say that the vision here is grand, awe-inspiring, impressive or memorable, falls short of the truth in each case. It is too much to take in at once. We are so high that not only the bottom of the valley, where the silvery ribbon of the Los Pinos trails in and out among the trees, and underneath the headlands, but even the wooded tops of the further rounded hills are below us, and we can count the dim, distant peaks in New Mexico.

Phantom Curve. One of the most striking scenes on the line of this ascent is Phantom Curve. Just after the side-track station of Sublette (305 miles from Denver) has been passed, the road makes a great bend



ALIGNMENT OF TOLTEC GORGE DISTRICT.

around the side of a mountain; on the left rise tall monuments of sandstone, cut by the elements into weird and fantastic figures. Here is indeed a wild spot, with the valleys so deep below, the grotesque, red monumental rocks around, the tall, shelving cliffs above. A mile beyond the Curve the railroad crosses the head of the ravine on a high bridge of trestle work. From this point the track runs directly toward the valley, on a line almost at right angles with it, to where it narrows into a mere fissure in the rocks at Toltec Gorge.

Toltec Gorge,

A Scenic Wonder.

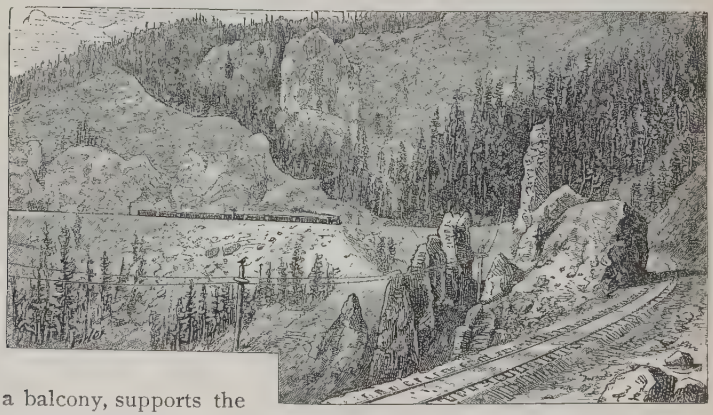
Depth of Gorge, 1,500 feet.

Distance from Denver, 314 miles.

The approach to this great scenic wonder prepares the traveler for something extraordinary and spectacular. A black speck in the distance against the precipitous surface of a frowning cliff is beheld long before Toltec is reached, and is pointed out as the entrance to the tunnel which is the gateway to the Gorge. As the advance is made around mountain spurs and deep ravines, glimpses are caught of profound depths and towering heights, the black speck widens into a yawning portcullis, and then the train, making a detour of four miles around a side cañon, plunges into the blackness of Toltec tunnel, which is remarkable in that it pierces the summit of the mountain instead of its base. Fifteen hundred feet of perpendicular descent would take one to the bottom of the gorge, while the seared and wrinkled expanse of the opposite wall confronts us, lifting its massive bulwarks high above us.

"Fronting heaven's splendor,
Strong and full and clear."

When the train emerges from the tunnel it is upon the brink of a precipice. A solid bridge of iron and masonry, set in the rock after the manner



PHANTOM CURVE.

of a balcony, supports the track, and from this coigne of vantage the traveler beholds a most thrilling spectacle. The tremendous gorge, whose sides are splintered rocks and monumental crags and whose depths are filled with the snow-white waters of a foaming torrent, lies beneath him, the blue sky is above him and all around the majesty and mystery of the mountains.

TOLTEC GORGE.

Garfield Memorial. To the left of the track, just beyond the bridge, stands a monument of granite. Curiosity is naturally excited at beholding this polished shaft, and the questions which arise as to its origin can be briefly answered as follows: On the 26th day of September, 1881, the National Association of General Passenger Agents (then on an excursion over the Denver & Rio Grande Railroad), at the time President Garfield was being buried in Cleveland, held memorial services at the mouth of Toltec tunnel and since have erected this beautiful monument in commemoration of the event.

GARFIELD MEMORIAL.

Cumbres. This small station is on the summit of the Conejos Range, which we are now crossing, and, having passed it, we are on the Pacific slope. (Population, nominal. Distance from Denver, 329 miles. Elevation, 10,015 feet.)

Chama. This is an eating station, where, in spite of primitive accommodations, an excellent meal can be obtained. Large quantities of lumber are shipped from here, and the surrounding country is an excellent range for stock. (Population, 300. Distance from Denver, 343 miles. Elevation, 7,863 feet.)

Amargo. This little station is in the midst of attractive scenery, but is especially worthy of mention from the fact that it is the station at which tourists and health seekers take the stage for Pagosa Springs.

Pagosa Springs.

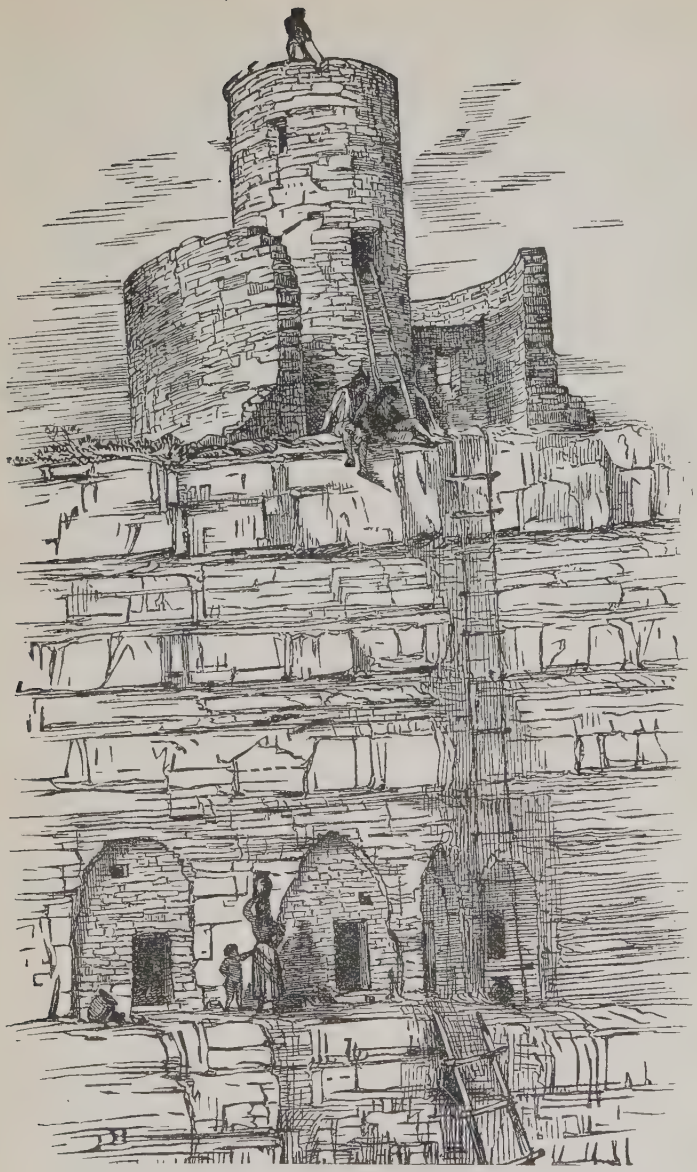
The "Big Medicine" of the Indians.

HOT SPRINGS,

Health and Pleasure Resort.

Elevation, 7,108 feet.

Pagosa Springs, the far famed "big medicine" of the Utes, the greatest thermal fountains on the continent, are situated in Archuleta County, twenty-eight miles northwest of Amargo, the nearest railway station, on the New Mexico extension of the Denver & Rio Grande Railroad. These Springs lie upon the northern bank of the San Juan River, at an altitude of seven thousand feet, and in a situation combining numerous advantages and attractions. To the north are the peaks of the San Juan range, east and west are the grassy plains dotted with immense pines and far to the south the undulating prairie stretches into New Mexico. With such an environment, the Pagosa Springs must ere long gain the celebrity to which their medicinal qualities undoubtedly entitle them. The Indians having long been aware of the healing powers of these "great medicine waters," and have, until recently, jealously guarded their possession. It is not surprising that these children of the wilderness, who find relief from distress



CASTLE OF THE CLIFF DWELLERS, MANCOS CANON, COLORADO.

mainly from the medications of Nature, should deplore the loss of these powerful thermal waters. Within a basin seventy feet long and fifty feet wide, formed from its own alkaline deposits, which are twenty or thirty feet thick, the water bubbles up at a temperature of 153° Fahrenheit. There are four other springs in the immediate locality, their similarity to the main source, as shown by analysis, suggesting a common origin. Upon a cold morning the steam which rises from these different springs can be seen at a distance of several miles. These purgative, alkaline waters, with the large excess of sulphate of soda, so much increased in medicinal virtue by the degree of temperature, would seem to designate Pagosa as the Bethesda for sufferers from calculus disorders, gravel with uric diathesis, rheumatism and skin diseases, when alterative and depleting treatment is indicated. New bath houses are being erected, and the tourist will find good accommodations here.

The Pacific Slope. From Chama to Durango, the ride is down grade and through a most interesting country. Hills and valleys of great beauty, meadows covered with thick growing grass, forests of giant trees, are some of the many attractions of this trip. For details of information concerning the small stations, the tourist is referred to the tables given in another part of this book. The line passes through the Indian reservation.

Ignacio. At Ignacio the Indian reservation is reached and the rude tepees of the Southern Utes can be seen pitched along the banks of the Rio de las Florida. Occasionally a glimpse can be caught of a stolid brave, tricked out in all his savage finery, gazing fixedly at the train as it speeds by. Frequently there is quite a little group of these aborigines at the station, and they are always ready to exchange bows and arrows, trophies of the chase, or specimens of their rude handiwork, in return for very hard cash.

DURANGO.

Metropolis of the San Juan.
Population, 8,000.
Distance from Denver, via Veta Pass 450 miles.
Via Salida, 502 miles.
Via Ridgway, 540 miles.
Elevation, 6,520 feet.

This thriving city is the county seat of La Plata County, Colorado, and is the commercial centre of southwestern Colorado. It is the market for the agricultural region of Farmington and Bloomfield, New Mexico, and the valleys of the Rio de las Animas, the Rio Florida, etc.

Two miles below Durango is the wonderful "ninety-two feet thick" vein of coal, one of the largest in the State, and here are also great coke ovens. All the surrounding hills are more heavily timbered than in any other part of Colorado. In addition to its many other resources Durango boasts of two of the largest smelters in the State, reducing from their native state the precious ores of the wonderfully rich mines of the entire San Juan.

With two railroads in operation, and several in contemplation, and with its natural resources Durango will in time, and a very short time too, prove to be the metropolis of the Great Southwest.

The famous Cliff Ruins, a description of which will be found further on, are reached from Durango, by the Rio Grande Southern Railroad to Mancos Station, thence by saddle horses or wagons.

In a word, Durango is one of the most progressive towns in Colorado, and is surrounded by a country of unexampled richness. Mining, agricul-

RIO LAS ANIMAS CAÑON.

tural and pastoral pursuits all contribute to her success; but best of all her business men are alive, and by their liberality, generosity and push insure a good future for the city.

Farmington, Bloomfield and Aztec are growing towns in New Mexico, just over the southern line of La Plata County. They are in the heart of a large agricultural and stock growing district, and near many ruins of the homes of the ancient Cliff Dwellers.

Trimble Hot Springs are reached nine miles above Durango. The spacious hotel stands within a hundred yards of the road to the left of the track. Here are medicinal hot springs of great curative value, and here, in the season, gather invalids and pleasure seekers to drink the waters and enjoy the delights of this charming resort. The water as it pours out of the rock is at a temperature of 120 degrees, and runs constantly in a stream three inches in diameter. Within two feet of it is another spring flowing as much more in a stream of cold water. Bath houses have been erected, and the hot and cold water can be mixed. The medicinal properties of these springs are beyond question. Four miles further up the Animas valley are the Pinkerton springs of warm water, closely resembling in properties those at Trimble's. Leaving the springs behind, the train speeds up the valley, which gradually narrows as the advance is made, the ascending grade becomes steeper, the hills close in, and soon the view is restricted to the rocky gorge within whose depths the raging waters of the Animas sway and swirl.

Magnificent Scenery. From Durango, the metropolis of the San Juan, to Silverton, the scenery is of surpassing grandeur and beauty. The railroad follows up the course of the Animas River (to which the Spaniards gave the musical but melancholy title of "Rio de las Animas Perdidas," or River of Lost Souls) until the picturesque mining town of Silverton is reached. The valley of the Animas is traversed before the cañon is entered, and the traveler's eyes are delighted with succeeding scenes of sylvan beauty. To the right is the river, beyond which rise the hills; to the left are mountains, increasing in rugged contour as the advance is made; between the track and the river are cultivated fields and cosy farm-houses, while evidences of peace, prosperity and plenty are to be seen on every hand.

ANIMAS CANON.

A Gem of Beauty.

Depth, 1,500 feet.

Distance from Denver, 470 miles.

This beautiful cañon has characteristics peculiarly its own. The railroad does not follow the bed of the stream, but clings to the cliffs midway of their height, and a glance from the car windows gives one the impression of a view from a balloon. Below, a thousand feet, are the waters of the river, in places white with foam, in quiet coves, green as ocean's depths. Above, five hundred feet, climb the combing cliffs, to which cling pines and hemlocks. The cañon here is a mere fissure in the mountain's heart, so narrow that one can easily toss a stone across and send it bounding down the side of the opposing rock-wall until it falls into the waters of the river rushing through the abyss below. Emerging from this wonderful chasm, the bed of the gorge rises until the roadway is but a few feet above the stream. The close, confining and towering walls of rock are replaced by mountains of supreme height. The Needles, which are among

ANIMAS CAÑON AND NEEDLE MOUNTAINS

the most peculiar and striking of the Rockies, thrust their sharp and splintered peaks into the regions of eternal frost.

Elk Park is a quiet little nook in the midst of the range, with vistas of meadow and groves of pines, a spot which would furnish the artist many a subject for his canvas. At the end of Elk Park stands Garfield Peak, lifting its summit a mile above the track. Beyond are marshalled the everlasting mountains, and through them for miles extends, in varying beauty and grandeur, the Cañon of the Animas. Frequent waterfalls glisten in the sunlight, leaping from crag to crag only to lose themselves at last in the onflowing river. Emerging finally from this environment of crowding cliffs, the train sweeps into Baker's Park and arrives at Silverton in the heart of the San Juan.

SILVERTON.

Picturesque Mining Town.

Population, 2,500.

Distance from Denver, 495 miles.

Elevation, 9,224 feet.

This thriving and picturesque little city is the county seat of San Juan County, Colorado, and derives its support from the surrounding mines, which are scattered in every portion of the county. The output of the camp has swelled from an annual product of $40,000 to $2,000,000 in three years. From 600 to 1,000 tons of ore are shipped weekly from Silverton, and the product is constantly increasing. An industry of no small importance, and which is rapidly assuming large dimensions, is the system of leasing mines, and it may be said that at least one-half of the producing mines are now being worked by lessees. Hundreds of prospects that are in a condition to ship paying mineral are now laying idle, awaiting the arrival of thrifty miners to take and work them under this system. The scenery around Silverton is of the most beautiful and attractive character, Entrance to Baker's Park, in which the town lies, is made through the famous Animas Cañon. Hid in a theatre of hills, the picturesqueness of the surroundings cannot be adequately described. Sultan Mountain, one of the grandest of the San Juan Range, towers above the town; its summit crowned with snow from which descend innumerable rills, glittering like silver in the sunbeams.

SILVERTON AND SULTAN MOUNTAIN.

DURANGO TO RIDGWAY

VIA RIO GRANDE SOUTHERN RAILROAD.

LEAVING Durango via the Rio Grande Southern line, the tourist is whisked across the Rio de Las Animas up Lightner Creek, past the silver and gold smelters with their seething furnaces and smoke and dust-begrimed workmen, and shortly past the famous coal banks where the black diamond is dug from the bowels of Mother Earth, and from there hauled to the smelters where it is used for the reduction and refining of its more exalted, but not more useful brethren.

Up through the valley the train speeds along among huge pines which thus far have escaped the woodman's axe, and which will be free from such invasion as long as Uncle Sam claims this particular spot as the especial reservation for the military post at old Fort Lewis.

From Fort Lewis the line passes through seemingly endless forests of pine trees, and after the reservation is passed an occasional saw-mill is sighted from its emitting unearthly screeches, which the knowing ones say is merely the head sawyer sharpening up. Descending the mountain into the valley, the beholder looks out on a broad expanse of fertile, well-watered country, surrounded on all sides by snow-capped mountains, and dotted with the rancheros of the hardy pioneer, who has been well repaid for his daring in locating in this far-away but beautiful valley, by its productiveness, and now that the railroad, that greatest of all civilizers, has come, he has abundant opportunities for the disposition of his products.

In the centre of this valley lies Mancos station, which is the junction with the main line of the proposed extension of this road into Arizona.

THE
Cliff Dwellings.
Relics of
A Pre-Historic Race.
Ruins
Older than History.

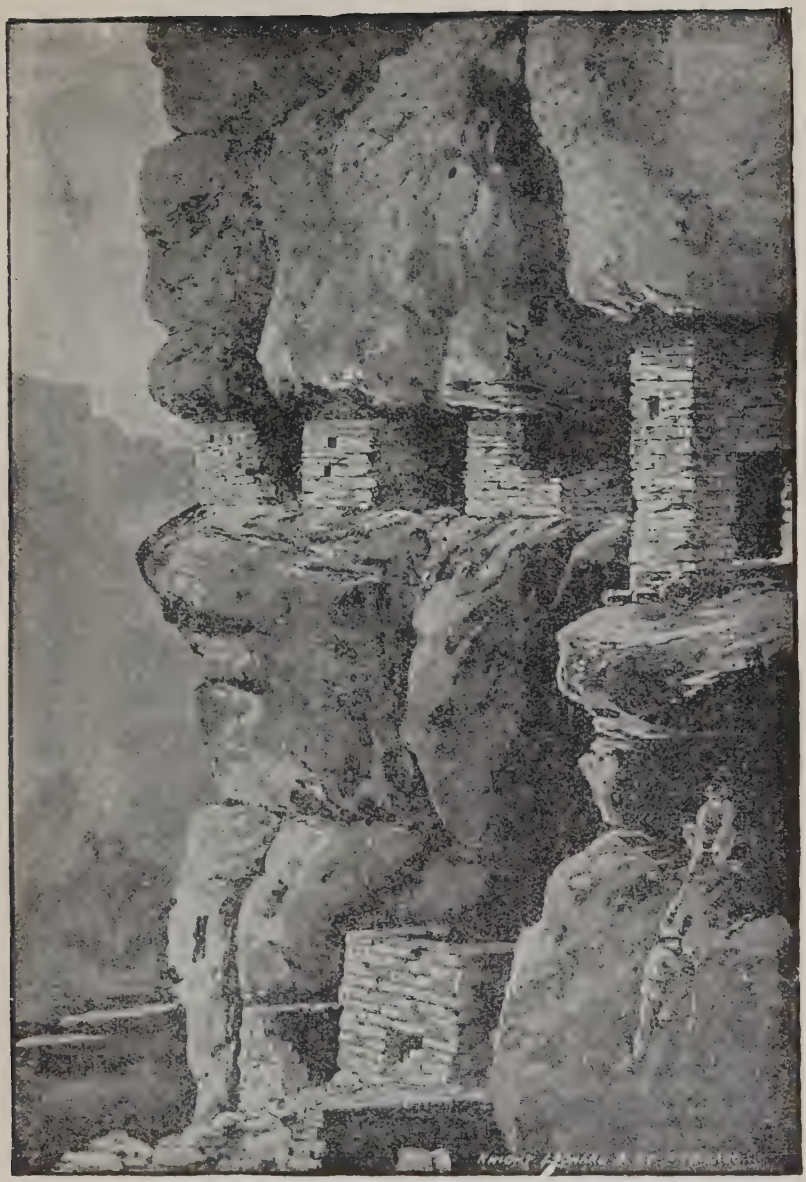
One of the most attractive portions of Colorado, to the scientist, antiquarian and indeed, the general tourist, is that part in which are found the cliff-dwellings of a long extinct race. Some of the most remarkable of these ancient ruins are situated in the Mancos cañon, within a day's ride of Durango. A brief description of one of these will serve as a characterization of all. Perched seven hundred feet above the valley, on a little ledge only just large enough to hold it, stands a two-story house made of finely-cut sandstone, each block about fourteen by six inches, accurately fitted and set in mortar, now harder than the stone itself. The floor is the ledge of the rock, and the roof the overhanging cliff. There are three rooms on the ground floor, each one six by nine feet, with partition walls of faced stone. Traces of a floor which once separated the upper

ANIMAS CAÑON AND THE NEEDLE MOUNTAIN.

from the lower story still remain. Each of the stories is six feet in height, and all the rooms are nicely plastered and painted, what now looks a dull brick red color, with a white band along the floor. The windows are "T" shaped apertures with no signs of glazing, commanding a view of the whole valley for many miles. One of our illustrations shows a fortified watch-tower, indicating that these strange cliff-dwelling people were prepared to resist assault. Traditions are few and of history there is nothing concerning this lost race. Their ruined houses only remain, and some broken fragments of the implements made use of in war and peace. Researches are in progress concerning these extremely interesting ruins and new facts are being developed concerning their architecture; but it is quite improbable that any certain light will ever be thrown on their origin or history.

To the south of Mancos station, within a day's ride, and easily accessible, are the principal ruins of the strange habitations of this extinct and mysterious race. To those seeking curiosities and wonders, the great Cañon of the Mancos, the great Montezuma Valley, the McElmo Cañon, the Lower Animas Valley, and the Chaco Cañon are the wonderlands of the world. They contain thousands of homes, and a town of the ancient race of Mound Builders and "Cliff Dwellers," that has attracted the curious ever since the discovery of America. The great Mancos Cañon contains hundreds of these homes which were built and occupied thousands of years ago. Yet many of them are in a good state of preservation, and in them have been found many specimens of pottery and implements of husbandry and warfare. This cañon is cut through Mesa Verde, a distance of thirty miles, and the walls on either side rise to a perpendicular height of two thousand feet. These cliff dwellings are built in the sides of the cañon, as shown in the illustration. Fifteen miles farther west from the Mancos is situated the great Montezuma Valley, where thousands of fine specimens of pottery have been found among the ruins of that ancient people. On the west side of this valley is the great McElmo Cañon, also full of the ancient homes of the "Cliff Dwellers." Thirty-five miles south of Durango, in the valley of the Animas, are some extensive ruins of the Aztecs, and fifty miles further south are the wonderful ruins in the Chaco Cañon. These ancient Pueblos are, without doubt, the most extensive and the best preserved of any in the United States. Of these Prof. Hayden in his report of the Geological Survey of the United States for the year 1866, says: "The great ruins in the Chaco Cañon are pre-eminently the finest examples of the works of the unknown builders to be found north of the seat of ancient Aztec Empire in Mexico." There are eleven extensive Pueblos in this cañon, nearly all in a good state of preservation, and their appearance indicates that they were once the home of fifteen hundred to three thousand people each. From the thousands of ruins of cities, towns and families found throughout this great San Juan Valley, it is evident that once this great valley was the home of hundreds of thousands of this extinct race. That they were a peaceful and agricultural race of people is evidenced by the large number of their implements of husbandry and the specimens of corn and beans found in these ruins, besides irrigating ditches and reservoirs for the storage of water.

Mancos. The debarking point for the cliff ruins as mentioned above and the leading town of the valley. Shipping point for large numbers of



CLIFF DWELLINGS.

cattle and sheep. (Distance from Denver 490 miles. Population 300. Elevation 7,008 feet.)

Leaving Mancos, the road winds up the sloping sides of a flat-topped mountain, and there on its summit, among huge pines centuries old, bubbles up a clear, cold spring of sparkling water, forming the stream that flows down through the beautiful Lost Cañon, and which is called by the unpoetic name of "Lost Cañon Creek."

Lost Canon is a novelty in itself, as its sides are densely wooded and softly carpeted with a thick bed of moss and leaves, beautifully colored by millions of Colorado wild flowers whose delicate beauty is unrivaled.

Emerging from Lost Cañon the traveler is whirled up to the beautiful Valley of the Dolores River, with its many ranches and farms, past the town of the same name. Off to the left, flowing to the eastward, comes bubbling down the mountain side into the larger river, the West Dolores, and no more famous or prolific trout stream exists than this.

Dolores. One of the principal towns in Southwestern Colorado. It is the shipping point for the southeastern part of Utah and from whence the Gold Hunters start on their prospecting trips to the cañons of the San Juan and Colorado Rivers. (Population 500. Distance from Denver, 510 miles. Elevation 6,957 feet.)

Dolores Canon. Continuing on up the main river, the valley begins to narrow down, until we are once more within the walls of a cañon which takes its name from the stream flowing through it. While this cañon is not particularly deep, its natural beauties are manifold and are sure to make a lasting and delightful impression on the beholder.

Rushing out of the cañon the tourist is now landed at Rico.

Rico is one of the most important mining towns of the State, whose mines dot the mountain sides, and whose product is packed to the cars on the backs of the ever patient and faithful burro, without which no mining camp can be complete.

Rico ranks among the "cities of the first class" and has all the facilities and improvements of a town of ten times its population. Its principal industries are those connected with mining interests, though considerable agricultural country surrounds it. The town is located in what was at one time the crater of a large volcano. Precipitous mountains with poetic names arise upon all sides of it, gradually widening, until by describing a circle of their summits they appear as the top of a huge funnel. Among them is the famous Telescope Mountain, a freak of nature only to be seen to form a proper realization of the aptness of its name. The place has much of historic interest, as evidences of early Spanish discoveries are found on many sides. (Population 3,000. Distance from Denver, via Ridgway, 444; via Durango, 546 miles. Elevation 8,737 feet.)

Lizard Head Pass. Leaving Rico, the line continues up the Dolores, which grows smaller and smaller, until it becomes a mere silver thread winding in and out among huge rocks and boulders. Thirteen miles north of Rico, and after climbing many miles of three and four per cent. grades, the summit of the Lizard Head Pass is reached at an elevation of nearly 11,000 feet. From the summit and to the left will be seen the Lizard Head, a peculiar rock formation capping a tall, bare mountain.

OPHIR LOOP.

This rock derives its name from its resemblance to the head of a mountain lizard, though at the same time it may be said to resemble the shaft of some large monument.

Descending the pass through the mountain gorges over rushing mountain streams, one finds one's self at

Trout Lake. No more graphic description of this sheet of beautiful blue water can be given than a verse from a poem by "H. H."

"The mountain's wall in the water;
It looks like a great blue cup;
And the sky looks like another
Turned over, bottom side up."

Here the sport-inclined tourist may spend a few days, for the lake is inhabited by thousands and thousands of mountain trout. Accommodations of a primitive, though wholesome character, can be obtained of the neighboring ranchmen. (Population nominal. Distance from Denver, via Ridgway 427 miles; via Durango 563 miles. Elevation 9,400 feet.)

Shortly after leaving Trout Lake, the famous

Ophir Loop is passed. Here the skill of the engineer was taxed to its utmost, for the track winds in zig-zags down the mountain side, rushing through a deep cut here, over a mountain torrent and a high bridge there, darting around sharp curves, in and out of snowsheds, until on the opposite mountain and high above us is to be seen a line of freshly-turned earth, which the knowing ones say is the track over which we have just passed.

From **Vance Junction,** a side trip of ten miles, which will repay the tourist, can be made to

Telluride, a mining town of some 2,500 inhabitants, nestling among snow-capped mountains, rising to stupendous heights and rich in gold and silver. Like all the towns of the San Juan, mining is the principal resource of the city; at Telluride are located some of the largest and richest mines in the country. (Distance from Denver, via Ridgway 423 miles; via Durango 582 miles. Elevation 8,756 feet.)

From Vance Junction the journey is continued down the San Miguel River, past Placerville, until the river leaves the rail, and again we commence to go up; this time over the Dallas Divide. This pass resembles Marshall Pass, though not quite so long. After reaching the summit, the line runs down the eastern slope along Leopard Creek, high above it on the mountain side, giving a most magnificent view of the Uncompahgre Range to the south with its gentle slopes softly colored by the deep, dark foliage of dense pine and fir forests, gradually rising until the mountains develop into a huge mass of shattered pinnacles, their topmost points covered with the everlasting snow.

Ridgway. This bustling little town is the northern terminus of the Rio Grande Southern Railroad, and its junction point with the Ouray branch of the Denver & Rio Grande Railroad. The shops and headquarters are here, giving employment to a large portion of its inhabitants. A fine agricultural, as well as a very rich mining region surround Ridgway, and give promise of making it a large and prosperous city. (Distance from Denver 378 miles; via Durango 612 miles. Population, 1,000. Elevation, 7,002 feet.)

CATHEDRAL SPIRE.—OPHIR LOOP.

SILVERTON TO MONTROSE.

THE trip from Silverton to Montrose across the intervening range of mountains, is not at all the difficult undertaking it looks to be. Here, blocking the way, is one of the most rugged and lofty chains of the great Rocky Mountain system, which but recently only the adventurous prospector and his sure footed burro (donkey) dared to cross; but now the journey has been rendered an easy accomplishment by the building of the Silverton Railway over Red Mountain to Ironton, from which point comfortable stages carry the tourist a distance of eight miles to Ouray, where the trip is continued by way of the Denver & Rio Grande Railroad. The construction of the Silverton Railway was a task of great magnitude, and one remarkable feature about it is that it owes its existence to the enterprise and daring of one man. For years Mr. Otto Mears has been the "pathfinder" of the San Juan country, and the toll roads constructed by him have opened the way to the many rich mining camps of that argentiferous region. Recently enlarging his field of usefulness, he began unaided and alone the building of this mountain railroad; himself being both bond owner, stockholder, corporation, president, board of trustees, treasurer, auditor, general manager, chief engineer and paymaster. The result has been one of the most remarkable achievements in engineering of modern times. The road has the same gauge as that of the Denver & Rio Grande, and like it finds no grade so stubborn as to be insurmountable. Taking the cars at the Denver & Rio Grande depot, at Silverton, the ascent of the mountains is at once begun. There is no preliminary skirmishing along level ground for Silverton lies at the bottem of a bowl-shaped valley, and the mountains rise round about on all sides to tremendous heights. With curves, whose sinuosity surpasses that of the serpent's trail, the railroad climbs up the gulches, until at the mining station of Chattanooga the track makes an almost perfect loop, the cars traveling several miles forward and the same distance back — and there lies Chattanooga directly beneath us! All that has been gained is altitude. This is equivalent, however, to a direct progress of a thousand feet, though it has taken a journey of fifteen thousand feet to accomplish it. At the summit of the range the railroad reaches an altitude of 12,000 feet, and the view is something to be remembered a life time. At one point of the descent it has been necessary to construct a switch-back reversing the course of the train, and yet continuing the descent. This switch-back is a novel application of engineering science, and is an exceedingly interesting piece of railroad work. The ascent and descent of Red Mountain by this wonderful railway, give the tourist not only an opportunity to behold the grandest of mountain scenery, but also the privilege of witnessing on all sides the progress of mining operations. The shafts, shaft houses, tunnels, and "prospect" holes of mines in fact or *in futuro*, are to be seen on all sides. The mines of Red Mountain are numerous, and several of them rank among the richest in the world. At Ironton, a typical mining

BEAR CREEK FALLS

town, the Silverton Railroad has its terminus, and here stages are taken for the eight miles ride to Ouray.

A Romantic Stage Ride. The stage ride forms one of the most attractive features of this most attractive journey. Lasting only three hours, passing over the summits of ranges and through the depths of cañons, the tourist will find this a welcome variation to his method of travel, and a great relief and recreation. The old fashioned stage, with all its romantic associations, is rapidly becoming a thing of the past. A year or two more and it will have disappeared entirely from Colorado. Here, in the midst of some of the grandest scenery on the continent, the blue sky above, and the fresh, pure exhilarating mountain air sending the blood bounding through one's veins, to clamber into a Concord coach and be whirled along a splendidly constructed road, as solid as the living rock from which it has been carved at an expense in some instances of $40,000 a mile, and as smooth as a city boulevard, is surely a novel and delightful experience. The scenery on

ON THE UNCOMPAHGRE.

this journey between Silverton and Ouray is of the greatest magnificence. This is especially true of this portion of the route traversed by stage. The Silverton and Ouray toll road has long been noted for its attractions in the way of scenery, the triangular mass of Mount Abraham's towers to the left, while the road winds around the curves of the hills with the sinuosity of a mountain brook

Bear Creek Falls. The scene from the bridge over Bear Creek is one which once beheld can never be forgotten. Directly under the bridge plunges a cataract to the depth of two hundred and fifty-three feet, forming a most noteworthy and impressive scene. The toll road passes through one of the most famous mining regions in the world, and the fame of Red Mountain is well deserved both from the number and richness of its mines. Before Ouray is reached the road passes through Uncompahgre Cañon. Here the roadbed has been blasted from the solid rock wall of the gorge, and a scene similar in nature and rivaling in

of Animas Cañon is beheld.

OURAY.
The Gem of the Rockies.
Health and Pleasure Resort.
Elevation, 7,721 feet.
Distance from Denver, 389 miles.
Population, 2,500.

This is one of the most beautifully situated towns to be found anywhere. Its scenery is idylic. The village is cradled in a lovely valley, surrounded by rugged mountains. The situation of the town is thus briefly described in the *Crest of the Continent*: "The valley in which the town is built is pear-shaped, its greatest width being not more than half a mile while its length is about twice that down to the mouth of the cañon. Southward — that is toward the heart of the main range — stand the two great peaks, Hardin and Hayden. Between is the deep gorge down which the Uncompahgre finds its way; but this is hidden from view by a ridge which walls in the town and cuts off all the further view from it in that direction, save where the triangular top of Mount Abrahams peers over. Westward are grouped a series of broken ledges, surmounted by greater and more rugged heights. Down between these and the western foot of Mount Hayden struggles Cañon Creek to join the Uncompahgre; while Oak Creek leaps down a line of cataracts from a notch in the terraced heights through which the quadrangular head of White House Mountain becomes grandly discernable — the eastermost buttress of the wintry Sierra San Miguel. At the lower side of the basin, where the path of the river is beset with close cañon-walls, the cliffs rise vertical from the level of the village, and bear their forest growth many hundreds of feet above. These mighty walls, two thousand feet high in some places, are of metamorphic rock, and their even stratification simulates courses of well-ordered masonry. Stained by iron and probably also by manganese, they are a deep red-maroon; this color does not lie uniformly, however, but is stronger in some layers than in others, so that the whole face of the cliff is banded horizontally in pale rust color, or dull crimson, or deep and opaque maroon. The western cliff is bare, but on the more frequent ledges of the eastern wall scattered spruces grow, and add to its attractiveness. Yet, as though Nature meant to teach that a bit of motion,— a suggestion of glee was needed to relieve the sombreness of utter immobility and grandeur, however shapely, she has led to the sunlight, by a crevice in the upper part of the eastern wall that we cannot see, a brisk torrent draining the snowfields of some distant plateau. This little stream, thus beguiled by the fair channel that led it through the spruce woods above, has no time to think of its fate, but it is flung out over the sheer precipice eighty feet into the valley below. We see the white ghost of its descending, and always to our ears is murmured the voice of the Naiads, who are taking the breathless plunge. Yet by what means the stream reaches that point from above cannot be seen, and the picture is that of a strong jet of water bursting from an orifice through the crimson wall, and falling into rainbow-arched mist and a tangle of grateful foliage that hides its further flowing."

The town has one hotel of great magnificence worthy of a city of ten times its population, besides a good supply of other hostelries of a less splendid character. Ouray is a health resort worthy of patronage by invalids, possessing hot springs of a fine medicinal character and abounding in attractions to divert the mind. Plenty of sport can be had about here. The mountain sheep and wapiti have not yet been killed off; deer and trout are abundant. The rides up the roads and trails to neighboring mines and mining camps, through valley and cañon, and over mountain and mesa, are not soon exhausted, and the lover of botany or geology, or the student of mineralogy and mining, could scarcely find a finer field anywhere than in the neighborhood of Ouray.

BIRD'S-EYE VIEW OF OURAY, COLORADO.

Ouray to Montrose. Leaving Ouray, a ride of thirty-five miles, via the Denver & Rio Grande Railroad, brings the traveler to Montrose, on the main line of the Denver & Rio Grande Railroad, between Denver and Salt Lake. Two miles from Ouray the country begins to become open and soon one is passing through farms and an excellent agricultural valley. En route one passes the confluence of the Uncompahgre and Dallas, and the mesas and terraces on either side abound with almost every species of game, deer, elk, mountain sheep, bear, and smaller animals.

Ridgway.—Eleven miles from Ouray. The junction point with the Rio Grande Southern Railroad. A description of this charming little city

CHIEFS OF THE UNCOMPAHGRE UTES.

will be found elsewhere in this volume. Further on, twenty-two miles from Ouray, you come to the old Los Piños Agency, where Chiefs Douglas, Jack, Colorow, Piah, and other Indians, who participated in the massacre of Thornburg and the Meekers, tested the nerve of General Hatch and his associates in 1879. The store-house, council chamber, etc , are still standing. The military camp is passed twenty-six miles from Ouray, and five miles further on, one reaches the residence of Chippeta, the widow of Ouray, the dead Ute chief, who, during his reign, held the Utes in check, and was always the friend of the white man. At Montrose the tourist can take the main line of the Denver & Rio Grande Railroad and resume the trans-continental journey.

BIRD'S-EYE VIEW OF SALIDA.

LEADVILLE TO DILLON.

A ROCKY MOUNTAIN BEAUTY SPOT.

From Leadville a branch line of the widely radiating Denver and Rio Grande system extends over Fremont Pass to Dillon. The general direction taken by the line is to the northeast, with a deflection from Frisco to Dillon to the northwest. The Great Middle Park of Colorado lies to the north of Dillon, just over the range of the Williams River Mountains. The country between Leadville and Dillon is extremely mountainous, and mines of great value have been discovered in this region. The railroad crosses the Park Range at Fremont Pass, and in the valley at the foot of the pass the Arkansas River has its sources. The Blue River heads on the Pacific slope near the pass, and the south branch is crossed by the railroad near the small station of Wheeler, the north branch is encountered at Frisco in the vicinity of which the two join and form the main stream, which empties into the Grand in the southwest corner of Middle Park.

The ride from Leadville to Fremont Pass is one of great interest to lovers of the grand and beautiful in nature. The mountain ranges which surround the "Carbonate Camp" are in plain view, and every turn in the road reveals new attractions. This extension of the line is known as the Blue River branch. It is

thirty-six miles in length, with its terminus at Dillon. The intervening stations are Birds Eye, Alicante, Fremont Pass, Robinson, Kokomo, Wheeler, Frisco and Dillon.

Source of the Arkansas. The line from Leadville follows up the Arkansas River, and here we have an object lesson in the growth of rivers. We see from what small beginnings great things in the way of water courses grow. We see how a little brook which one could dam with a couple of shovels of mud may push its way along "undermining what it cannot overthrow; sliding around the obstacle that deemed itself impassable, losing itself in willowy bogs, tumbling headlong over the error of a precipice or getting heedlessly entrapped in a confined cañon; escaping down a gorge with indescribable turmoil, and always growing bigger, bigger, broader and stronger, deeper and more dignified; till it can leave the mountains and strike boldly across a thousand miles of untracked plain to 'fling its proud heart into the sea.'"

Almost in the very springs of the river, where an amphitheatre of gray quartzite peaks stand like stiffened silver-gray curtains between the Atlantic and the Pacific, we curl round a perfect shepherd's crook of a curve, and then climb its straight staff to the summit of Fremont Pass.

FREMONT PASS.
One of the Highest Railroad Passes in the World.
Elevation, 11,329 feet.

Through a charming valley the approach to Fremont Pass is made. A famous pass, with the historic name of him who has been called "The Pathfinder," although a later day has witnessed greater achievements than his among the Rocky Mountains. A journey here deserves the title of a pilgrimage, for from the summit of this pass the traveler can discern the Mount of the Holy Cross. The scene is one replete with vivid interest. Fainter and fainter grow the lines of objects in the valley, until at last the clouds envelope the train, and at the next moment the observer looks down upon a rolling mass of vapor through which the light strikes in many colored beams. The sublimity of the scene forbids all thoughts other than those of reverence and rapture.

"The snow-crowned monarchs of an upper world,
Rugged and steep and bare, the mountains rise;
Their very feet are planted in the skies;
Adown their sides are avalanches hurled.

"Time was when few and daring were the men
Who might behold this pass, that Fremont gained
Through toil and danger, and its heights attained,
Perils beset the long leagues down again.

"Now all may come who seek, afar from crowds,
The grand in nature, for we now engage
The potent genii of this iron age,
Fire, steam and steel, and rise above the clouds!"

The railroad crosses the pass at an elevation of about two miles above the level of the sea, and ranks among the highest railroad passes in the world.

Mount of the Holy Cross. From the crest of Fremont Pass the traveler looks eagerly about and soon catches sight of the sacred symbol which gives name to the famous mount. The snow-white emblem of Christian faith gleams with bright splendor against the azure sky. The wayfarer at last realizes that he has reached the height "around whose summit splendid visions rise." This is one of the best points of view from which to behold this wonderful mountain, a more extended description of which will be found in the chapter

FREMONT PASS.

entitled, From Leadville to Aspen.

Downward to Dillon. On the Pacific Slope are the mines which made this region famous. The Robinson Consolidated, the White Quail, the Wheel of Fortune, etc.

Moving on down the pleasant valley, whose level bottom is carbonate tinted, not with ore dust, but with an almost continuous thicket of stunted red willows, we pass the Chalk Mountain mines, the Carbonate Hill district, Clinton Gulch, where gold ore is alleged to be worth more attention than it is receiving, and so come to Elk Mountain and Kokomo. The ore found here is a hard carbonate, running about twenty-five ounces in silver and twenty-five per cent. in lead, besides a third of an ounce in gold, which is carefully separated at the smelter. Much of it is so admirably constituted that it "smelts itself,"—that is, it requires little or no addition of lead, iron and other accessories to its proper fluxion. Continuing the journey we behold alluring pictures of mountains and cañons, of belts of timber and pleasant uplands, of green meadows and sparkling streams beloved of gamey trout and the haunts of deer and elk. This country is still a paradise for the sportsman, and the rod and gun find ample range for their employment here.

CASCADES OF THE BLUE.

Dillon is the terminus of the Blue River branch, and is situated in a mining country. Distance from Breckenridge, 10 miles; Frisco, 3 miles; Montezuma, 12 miles; Decatur, 15 miles; Rock Creek, 10 miles. The station is the nearest point for the lower Blue River Valley, into which good roads extend. Saddle horses and wagons can be hired to go down this river into the hunting and fishing grounds of Middle Park. (Population, 300. Distance from Denver, 313 miles. Elevation, 8,861 feet.)

OGDEN TO SAN FRANCISCO.

OGDEN,

Railroad and Manufacturing Town.

Population, 32,000.

Elevation, 4,286 feet.

Distance from Denver, 754 miles.

Distance from San Francisco, 383 miles.

At Ogden the tourist steps from the train of the Denver & Rio Grande Railroad into that of the Southern Pacific, the transfer being made with very little trouble, and in a few minutes time, at the fine new Union Depot. A glance around will show one that Ogden is beautifully situated on the west slope of the Wasatch Mountains. It is well laid out and substantially built; the streets are wide, regular, well paved, lined with shade and ornamental trees, and lighted with electricity. By a good system of water works the mountain streams and springs are made to supply an abundance of pure water. Many of the private residences and grounds are very handsome, and the business blocks solid and elegantly constructed Of the climate too much cannot be said. Utah claims the finest climate in the United States. Colorado makes the same assertion; so does California. There is no doubt that each of these great commonwealths has good grounds for its claims. Colorado and Utah have similar characteristics, while California is quite different; circumstances are said to alter cases, and this saying holds true in climate as well as in other matters. While the climate of Colorado or Utah might be a specific for one class of diseases, that of California might be much more beneficial for another class. The advice of an intelligent and unprejudiced physician should be taken before an invalid decides on his choice of location. In Utah the winters are short and mild, and the spring and fall months give almost perfect weather; the summers are warm but not oppressively hot, and the nights are always cool and never moist. Pulmonary troubles will surely find relief, and generally a cure. Ten miles north of Ogden are Hot Springs, whose sulphur water possesses peculiar medicinal properties, and are pronounced superior to the Arkansas Springs. Hundreds of invalids visit these springs annually, and they are steadily growing in popularity. The educational and religious advantages of Ogden are on a par with those of eastern cities of the same size. Here is the centre of one of the richest agricultural and mining districts of Utah. Ogden has better railroad facilities than any other town in the territory. It is affectionately called by its inhabitants the "Junction City of the West." It is the terminus of five leading trunk lines, namely: The Denver & Rio Grande, the Union Pacific, the Southern Pacific, the Utah & Northern, and the Utah Central Railroads. The outlook for manufacturing is excellent, the Weber River furnishing almost unlimited water power. Iron ore is found in great quantities in the near vicinity, while the wool clip of the territory, and those of Idaho, Wyoming, Montana and Nevada is enormous, and could be advantageously manufactured into cloth at this point.

Geological Features. Looking from the car window after passing

Ogden, the traveler can see many things in this region indicating a thrilling geological history. That striation, extending along the side of the foot hills to the right, marks the water line of a vast, pre-historic inland sea, that shrunk ages ago to the comparatively small proportions of Salt Lake. In all probability the whole area between the Wasatch Mountains and the Sierra Nevadas was once an immense body of water, in which the mountain ranges rose as islands. The lakes of the present day are all that remain of this vast pre-historic sea. The deposits which cover the low lands are chiefly calcareous, and are often filled with fresh water and land shells, indicating a comparatively modern origin. The formation of the islands and the shore ranges of Salt Lake is metamorphic, the strata are distinctly marked and highly inclined, but attaining no great elevation, being generally overlaid with sandstone and limestone of the carboniferous age, but partly altered, the former constituting the loftier eminence, in places it is rich in fossils, while in others it loses the granular character, and becomes sub crystalline or threaded by veins of calcareous spar, the sandstones, from metamorphic action, taking the character of quartz. As the train advances, evidences of volcanic action become numerous.

Brigham. A half hour's ride from Ogden brings the traveler to Brigham, a busy little town surrounded by an agricultural settlement, but possessing nothing of special interest to the tourist. (Population, 1,800. Distance from Ogden, 17 miles. Elevation, 4,229 feet.)

Corinne. Between Brigham and Corinne the Bear River is crossed by a bridge twelve hundred feet in length. The town of Corinne has a good agricultural country around it, and wherever irrigation has been secured large crops have responded to industrious cultivation. The raising of stock, is also a tributary industry, and cattle do well on the surrounding excellent ranges, which are found in the greatest perfection north of the town. (Population, 500. Distance from Ogden, 24 miles. Elevation. 4,231 feet.)

PROMONTORY.

A Point of

Historical Interest.

A small station surrounded by country covered with sage brush, and only worthy of mention for its history. At this point, on Monday, May 10, 1869, the Union Pacific Railroad, building west and the Central Pacific Railroad, building east, met. The junction was made, and the news flashed all over the world that the first great trans-continental railroad of America had become an accomplished fact. The importance of that event cannot be overestimated, and to enumerate the results emanating from that meeting would be the task of a historian. An epitome of what that meeting meant can be best expressed by quoting that clever and quaintly humorous poem, written by Bret Harte, commemorative of the occasion, under the title of

WHAT THE ENGINES SAID

What was it the Engines said,
Pilots touching—head to head,
Facing on the single track,
Half a world behind each back?
This is what the Engines said
Unreported and unread:

With a prefatory screech,
In a florid Western speech,
Said the Engine from the West

"I am from Sierra's crest;
And if altitude's a test,
Why, I reckon, it's confessed,
That I've done my level best."

Said the Engine from the East:
"They who work best talk the least.
S'pose you whistle down your brakes:
What you've done is no great shakes,—
Pretty fair,—but let our meeting
Be a different kind of greeting.
Let these folks with champagne stuffing
Not their Engines, do the *puffing*."

"Listen! Where Atlantic beats
Shores of snow and summer heats;
Where the Indian autumn skies
Paint the woods with wampum dyes,
I have chased the flying sun,
Seeing all he looked upon,
Blessing all that he has blest,
Nursing in my iron breast
All his vivifying heat,
All his clouds about my crest;
And before my flying feet
Every shadow must retreat."

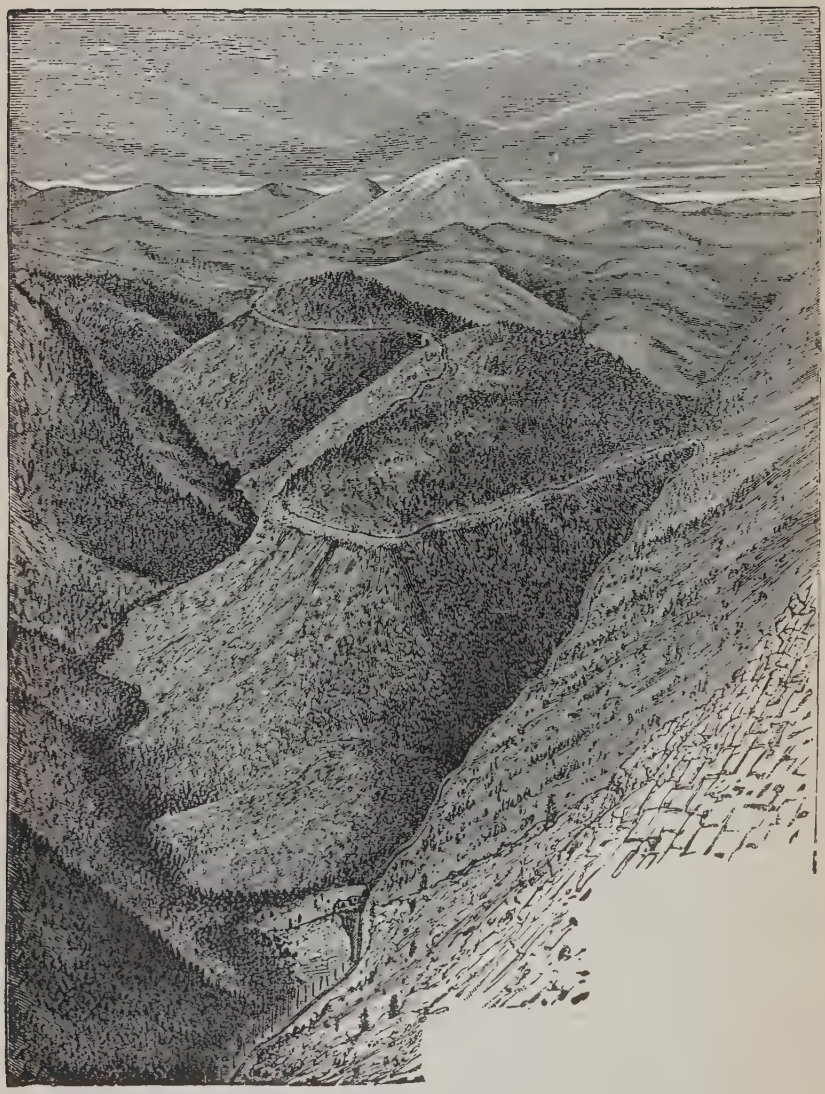
Said the Western Engine, "Phew!"
And a long, low whistle blew.
"Come now, really, that's the oddest
Talk for one so very modest,—
You brag of your East! *you* do?
Why, I bring the East to *you!*
All the Orient, all Cathay,
Find through me the shortest way,
And the sun you follow here
Rises in my hemisphere.
Really,—if one must be rude—
Length, my friend, ain't longitude."

Said the Union, "Don't reflect, or
I'll run over some Director."
Said the Central, "I'm Pacific,
But, when riled, I'm quite terrific,
Yet, to-day we shall not quarrel,
Just to show these folks this moral,
How two Engines—in their vision—
Once have met without collision."

That is what the Engines said,
Unreported and unread;
Spoken slightly through the nose,
With a whistle at the close.

Monument. Before Monument is reached the side-track stations of Rozel and Lake are passed. At Rozel, the great Salt Lake is close to the track on the left, and at Monument, a point of the same name extends into the lake. Here we take our last view of the interesting and mysterious sea which has been our almost constant companion since leaving Salt Lake City. Before us stretches a vast unfertile country, and here, if anywhere, can be found that makeshift of the easy going and old fashioned geography — the "Great American Desert."

Kelton. This little place is situated on the eastern edge of the desert,



OVER THE RANGE.

and here the water-trains of the railroad company obtain their supply of the aqueous fluid and deliver to the stations to the westward on this division. Looking to the north the traveler will see the Red Dome mountains, while to the southeast rises Pilot Knob, a prominent feature in the landscape. (Population small. Distance from Ogden, 92 miles. Elevation, 4,222 feet.)

Towns in the Desert. From Kelton to Toano the road traverses the northern edge of the desert, amidst a scene of general desolation. In a general way this unfertile region may be described as sixty square miles of alkaline sands, evidently a portion of the great ocean bed already referred to. Like the arid country, between Fruita and Green River, in Utah, through which we came, on the Denver & Rio Grande Railroad, which only needs irrigation to become fertile, this region is the counterpart. The stations on the desert are of no special interest, but as a matter of record may be named as follows: — Ombey, Matlin, Terrace, Bovine, Lucin, Gartney, Tecoma, Montello, Ullin, and Loray. The train has been ascending the grade, and from Kelton, with an altitude of 4,222 feet, to Toano, with an altitude of 5,975 feet, we have made a net gain of 1,753 feet. The mountains to the south are the Toano Range, where mines have been discovered, and which gave a phenomenal output of ore some years ago, but concerning which, since that time, little has been heard. The great peak almost directly south, which has been our landmark for the last fifty miles is Pilot Knob, rising to a height of twenty-five hundred feet directly from the plains. This Knob was the beacon of the early emigrant by which he steered his ship of the desert, knowing that near it lay Humboldt Wells, where plenty of water and grass could be obtained for his almost famished stock.

Toano. A little station marking the western verge of the desert. (Population small. Distance from Ogden, 183 miles. Elevation, 5,975 feet.)

CEDAR PASS,

The Divide between the Desert and Humboldt Valley.

Highest Elevation, 6,166 feet.

From Toano the ascent of Cedar Pass is begun. For 22 miles the grade is upward, though not remarkably steep, the road rising only 191 feet. The Cedar Pass Range is comparatively low and extends from north to south, the south fork of the Humboldt River flows through these hills. The Ruby Valley lies to the east, and is sixty miles long by ten wide. The valley is occupied by farmers and is very fertile. There are a number of small lakes in the valley, among which may be mentioned Ruby and Franklin.

Moors. This station occupies the summit of Cedar Pass. Snow sheds and fences, which can be seen here and for some distance beyond, testify to the fact that the elevation is such as to cause protection against the danger of snow blockades (Population small. Distance from Ogden, 210 miles. Elevation, 6,167 feet.)

Wells. The grade has been a descending one since we left Moors, and the descent will be continued for nearly three hundred miles. The railroad company has adopted the monosyllabic title of Wells for this station, but for nearly half a century this place has borne the popular title of "Humboldt Wells." Here the railroad repair shop and round house are located, and the town consists of these and twenty-five or thirty other buildings, including a hotel. In this vicinity, the emigrants in the old days of overland travel to California, were wont to make their camp and recuperate their stock after the trying ordeal of the desert. The wells from which the place takes its name are very curious, consisting of circular openings in the ground varying in size, being from four to eight feet in diameter, and filled to the brink with water. No bubbles arise on the surface of the water.

which trickles off through the grass and sinks into the porous soil. It is said that the wells have been frequently sounded and no bottom found. The water is somewhat brackish. There are about twenty of these pools in the little valley, and their life giving influence can be seen in the abundant growth of grass. Because of these peculiar pools Wells is a station of considerable interest to the tourist. (Population, 300. Distance from Ogden, 219 miles. Elevation, 5,628 feet.)

Valley of the Humboldt. After the journey across the desert, the Valley of the Humboldt presents a most delightful appearance to the eyes of the traveler, who is considerably wearied by the constant view of sand and sagebrush. The valley is eighty miles in length and ten in breadth and is occupied by agriculturists and stock raisers. The river which makes this section of the country fertile rises thirty miles northwest of Wells, and, flowing southwest nearly three hundred miles empties into Humboldt Lake, which has no outlet. The railroad follows the river closely for two hundred and seventy miles and leaves it at Brown's Station, where one has a fine view of the lake. The railroad follows for the greater part of the way the north side of the river, while the old emigrant trail, parts of which can yet be seen, pursues its course on the opposite side of the stream.

Tulasco, Bishops, Deeth, Halleck, Peko, Osino, are all small side track stations, useful to the residents of the valley and to the railroad, but of no especial interest to the tourist. After passing Peko, the railroad crosses the north fork of the Humboldt River and at Osino a cañon of the same name is entered, and we leave behind us the pleasant valley of the Humboldt.

Elko. This is one of the largest towns on the line since leaving Ogden. It is the county seat of Elko County and is well supplied with churches, schools, business blocks and comfortable residences. It is also the seat of the state university. Elko is an important shipping point for stock and for the output of the Eureka, Tuscarora White Pine and Cape mines, all being within a radius of from twenty-five to one hundred miles. Beyond Elko some ten miles the South Fork of the Humboldt joins the river on the south, watering along its course an excellent grazing country. (Population, 752. Distance from Ogden, 275 miles. Elevation, 5,065 feet.)

Carlin. Between Elko and Carlin is the small station of Moleen. Some hay meadows intervene and the road passes through Five Mile Cañon, where the tourist will behold some rugged scenery. Gold and silver mines within a radius of twenty miles are tributary to the town. (Population, 394. Distance from Ogden, 293 miles. Elevation, 4,897 feet.)

THE PALISADES OF THE HUMBOLDT.

Height of Walls, 1,000 feet.

Objects of Interest, Red Cliff and Devil's Peak.

Twelve Mile Canon. The road penetrates the range of mountains (which trends from north to south) by way of this cañon. The walls rise on either side in rugged grandeur, attaining in places a height of a thousand feet. From the peculiar stratification of the rocks resembling that of the famous rockwalls of the Hudson, this cañon has been called the Palisades of the Humboldt. Red Cliff is a striking promontory in the midst of the cañon, stained with rubescent colors and rising above the track for more than five hundred feet.

Palisade. This little town nestles in the heart of Twelve Mile Cañon, and is the junction point of the Eureka and Palisade Railroad with the Southern Pacific. The former road is a narrow gauge and was built mainly to convey ore and

bullion to the great trunk line. Eureka, its terminus, is a mining town of about six thousand population, engaged principally in mining. Here are stamp mills and smelters handling fifty tons of ore daily. Palisade is the site of the machine shops of the Eureka and Palisade Railroad and is also a great shipping point. Beyond Palisade Station is Devil's Peak, an isolated projection on the south side of the river, rising from the water to the height of three hundred feet. (Population, 300. Distance from Ogden, 308 miles. Elevation, 4,840 feet.)

Cluro. A small station which stands at the lower entrance of Twelve Mile Cañon, and is worthy of mention for this fact.

Gravelly Ford. This place is entitled to mention because of its historic interest. It was here that the old California trail crossed the river. The "Ford" was often the scene of Indian raids, and the hardy pioneers and the aborigines more than once tried conclusions here, and the blood of both the white and the red man often stained the flow of the Humboldt.

Beowawe. At this point the Humboldt forces its way through the Red Range of mountains forming a natural "gate," which is the significance of the name Beowawe in the Indian tongue. Beyond the station the road passes through bottom lands covered with a thick growth of shrubbery, the willow predominating. To the south eight or ten miles lies Hot Springs Valley, taking its title from the hot springs which are found there in great number. These springs are intermittent in their flow, resembling in this characteristic, though in a lesser degree, the geysers of the Yellowstone. Beowawe is a station of no very great commercial importance, but possesses interest because of the peculiar features of the surrounding country. (Population small. Distance from Ogden, 326 miles. Elevation, 4,695 feet.)

The Valley Region. To the north and south of the Humboldt and nearly opposite Argenta, are several valleys; among the most important is Paradise Valley — to the north — sixty miles long by ten miles wide, and settled by prosperous ranchmen. Eden Valley, also to the north, is twenty miles long by five miles broad, and thickly settled. Reese River Valley, is to the south, of variable width, not wider than ten miles, and about seventy-five miles in length. The Reese River possesses the peculiarity of sinking into the sand before it reaches the Humboldt, and only in times of great abundance of water does it flow beyond the point of its subsidence.

Battle Mountain. Important as a shipping station for the mining regions in the hills to the north and south; also the junction of the Nevada Central Railroad with the Southern Pacific. This is a narrow gauge, and its southern terminus is Austin, ninety-three miles distant from Battle Mountain, with a population of three thousand. The Nevada Central penetrates a rich mining district, and not less than twenty camps contribute to its prosperity. Battle Mountain takes its name from the range of mountains to the north of the Humboldt, between the Reese River and Owyhee ranges. (Population, 522. Distance from Ogden, 359 miles. Elevation, 4,511 feet.)

Golconda. A station for the shipment of ores supplied by adjacent gold and silver mines. The Golconda mine is the nearest, being three miles to the south. (Population, 400. Distance from Ogden, 402 miles. Elevation, 4,392 feet.)

Winnemucca. County seat of Humboldt County. The town derives its name from a noted Indian Chief who made his home in this region. (Population, 2,000. Distance from Ogden, 419 miles. Elevation, 4,333 feet.)

AT THE GOLDEN GATE.

The Nevada Desert. We have now fairly entered upon the Nevada Desert, which we shall travel over to the westward until Wadsworth is reached, a distance of 138 miles. This stretch of country is the most desolate and the most uninteresting of any of the deserts crossed on the transcontinental journey. It is characterized by an almost total absence of vegetation of any kind, and by a remarkable distribution of scoria, the remains of extinct volcanic action. These deposits of black lava are scattered over a grayish expanse of sand, and are of a general cubical form, varying in size from that of a pea to that of a good-sized house.

HUMBOLDT.

An Oasis in the Desert.

The Effect of Irrigation.

Distance from Ogden 459 miles.

Elevation, 4,236 feet.

As the train stops at Humboldt, the passengers are surprised to see a beautiful little park filled with thrifty trees and carpeted with luxuriant greensward. This oasis in the desert is the result of irrigation, and the fountain of cold, clear water that throws its rainbow tinted spray into the air, tells the story as to how this magical transformation has been brought about. The charm of contrast is complete, and taking all things into consideration, I know of no place to be met with on the trip across the continent that the tourist will regard with more pleasure than the unexpected vision of this emerald of the desert. Star Peak, the highest mountain in the Humboldt Range, crowned with perpetual snow, can be seen only seven miles distant to the northeast, and it is a pleasure to learn that the desert gives way to the Lanson Meadows five miles to the northwest, from which large crops of hay are cut.

Rye Patch. A small station, which derives its name from the fact that wild rye grows here in great quantities. There is in operation here a ten-stamp mill which is supplied with ore from the Eldorado and Rye Patch mining districts lying to the east within a radius of fifteen miles. (Population, 65. Distance from Ogden, 470 miles. Elevation, 4,257 feet.)

Oreana. A small station of no especial interest. A smelter is located here, and the widened expanse of the river at this point is owing to the fact that a dam has been thrown across it to secure water power. The railroad crosses the Humboldt five miles west of Oreana. (Population, 55. Distance from Ogden, 480 miles. Elevation, 4,181 feet.)

Browns. At Browns station the tourist has a good view of Humboldt Lake, as the road approaches it closely. The town itself is of minor importance. (Population, 25. Distance from Ogden, 508 miles. Elevation, 3,929 feet.)

Mirage. Side track station, deriving its name from the phenomenon peculiar to the desert, which has allured many an early emigrant to destruction through its deceptive influences. The green trees, the lake of bright water in which can be seen the reflection of surrounding objects, which the mirage presents to view, are only optical illusions, and those who left the beaten track to seek the refreshment apparently at hand, frequently paid the penalty of their rashness with their lives. (Population, small. Distance from Ogden, 520 miles. Elevation, 4,247 feet.)

THE LAKE REGION.
Facts Concerning Interesting Bodies of Water.

A glance at the map of Nevada will reveal the fact that we have now reached what may very appropriately be called the lake region. These lakes have not the clear, sweet water which one generally associates with the term; but on the contrary are brackish, and hold great quantities of alkali and chloride of sodium in solution. The most important of these lakes are:

Humboldt Lake. This sheet of water takes its name from the river which flows into, or rather through it; the fact being that the waters of the river are collected in this basin, and are then conducted further west into Carson Sink—or Lake. All the drainage carried in the channel of the Humboldt River, in its course of three hundred and fifty miles, is concentrated here; the surplus, as has been said, passing south into Carson Lake which has no outlet. Humboldt Lake is thirty-five miles long by ten miles wide.

Carson Lake. This lake, which receives the waters of the Humboldt River, through Carson Sink, is due south from Humboldt Lake, and has no outlet. The map shows two distinct bodies of water, namely: Carson Sink and Carson Lake; but during the prevalence of rain both are united, and cover a large extent of country. Carson Lake proper, is twenty miles long by ten wide.

Mud Lake is situated north of Granite Point, some fifty miles. The famous 'Black Rock" stands at the head of Mud Lake. This promontory is eighteen hundred feet in height, and a strong feature in the landscape. The name of this lake is especially descriptive of its peculiar characteristics, especially during the summer when the water is low and muddy. It has no outlet, and at its season of greatest enlargement is fifty miles long by twenty broad.

Winnemucca Lake is of small extent, being about fifteen miles long by ten wide; it has connection with Pyramid Lake, which lies a short distance to the eastward

Pyramid Lake is made the receptacle of the waters of the Truckee River, the outlet of Lake Tahoe, and is about twice the size of Winnemucca Lake, being thirty miles long by twenty broad.

Walker's Lake has no outlet. It is fifty miles long by twenty wide, and lies about a hundred miles to the south of Mirage.

Hot Springs. A small station, taking its name from the springs which send up the steam from their heated waters on the right of the track. (Population, 42. Distance from Ogden, 535 miles. Elevation, 4,072 feet.)

Desert. This is the last station in the Nevada Desert, marking its western boundary. From here the grade is an ascending one, and when Wadsworth is reached, nine miles beyond, the desert will have been left entirely. (Population small. Distance from Ogden, 546 miles. Elevation, 4,018 feet.)

Wadsworth. The tourist finds a pleasant greeting at Wadsworth, for on arriving at the station he sees a beautiful little park, neatly enclosed and ornamented with a carefully kept lawn and handsome shade trees. The park is not so extensive as that at Humboldt, but is none the less a delight after the long journey across the desert. The town is situated on the eastern bank of the Truckee River, and is prosperous and well built. Here are located the railroad shops for this division of the railroad, and considerable freight business is transacted with the mining camps situated to the south. The Truckee River has its source in lakes Tahoe and Donner, and is a pure and sparkling stream. Six miles south are the Pine Grove Copper Mines, while ten miles south are the Desert Gold Mines

tributary to Wadsworth. (Population, 700. Distance from Ogden, 555 miles. Elevation, 4,085 feet).

RENO.

Junctional Point.

Distance from Ogden, 589 miles.

Population, 4,500

Altitude, 4,497 feet.

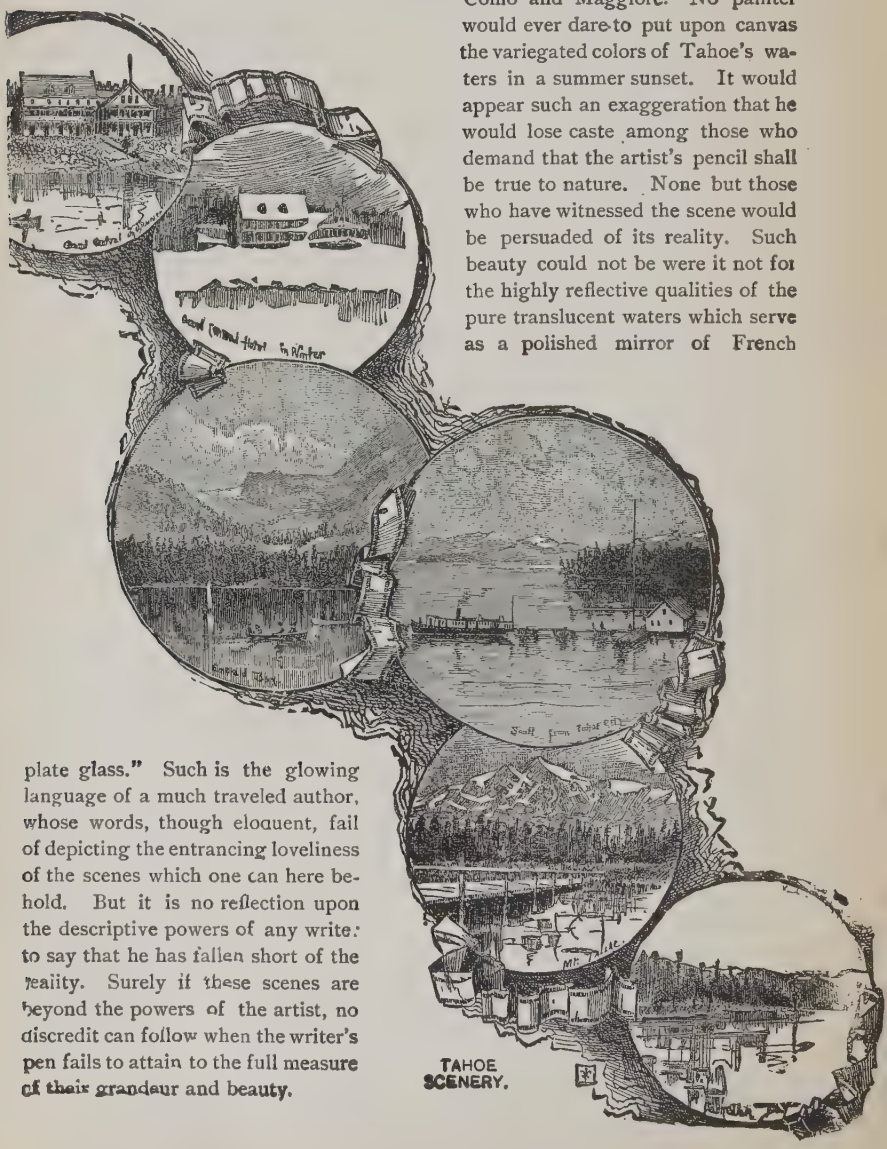
In addition to being the county-seat of Washoe County, Reno is a thriving business centre. It possesses all the modern improvements, including electric lights. Its business blocks are well built and its public buildings creditable to the city. The town was named after General Reno, who lost his life in the battle of South Mountain. This is the junctional point for the Nevada & California Railroad, a narrow gauge the present terminus for which is Moran. Here also the tourist can take the Virginia & Truckee Railroad for Carson City, Virginia City and points to the north and south. Condensing the statement of connections, they are as follows: Virginia & Truckee Railroad for Carson, Virginia and Mound House, connecting there with Carson & Colorado Railroad for Hawthorne (stages for Aurora and Bodie), and for Belleville, Candelaria and Keeler; Nevada & California Railroad for Moran (stages for Millford, Susanville, Quincy, Fort Bidwell, Cal., etc. Stages can also be taken to Eagleville, Alturas, Cedarville and Lake View or Davis Creek. Reno possesses a lively interest to the traveler, as it is the junction point to the world famed Comstock Mines.

Climbing the Sierra Nevada Range. After leaving Reno the grades grow steeper, and the traveler prepares himself for the grand and striking scenery which he will have the pleasure of beholding until the passage of the Sierra Nevada Mountains has been made. For fifty miles the ascent continues until Summit Station is reached, the highest point attained by the Southern Pacific Railroad on its transcontinental line from Ogden to San Francisco. From Reno the road follows up the course of the Truckee River, and soon enters Truckee Cañon. The course of the river is tortuous and the road quickly changes sides, giving varied and interesting views of towering rocks, foaming waters and pine clad mountains. In quick succession the following small stations are passed:

Verdi, Essex, Mystic, Floriston, Boca, Prosser Creek, Proctor and Winsted. The country between Verdi and Proctor seems pretty well given up to the production of lumber, great quantities of ties, logs and boards being piled beside the track. The river is used as a facile means of transporting these products of the forest. Ice store houses also abound here.

Truckee. Roofed like an alpine village to shed the deep moist snows of winter, Truckee stands at the eastern base of the Sierra Nevada Mountains. The town is well built and extends mainly along the north bank of the Truckee River. Lumber is the leading industry, and where the town now stands, once stood a dense forest. It is estimated that the Truckee Basin will supply at least 4,000,000,000 feet of lumber, or enough to keep the saw mills going at their present rate for a hundred years. The round house for this division of the railroad is located here. Truckee is the shipping point for Donner Lake and the towns of the Sierra Valley. Stages can be taken for Lake Tahoe (fourteen miles) Donner Lake (two miles), and Webber Lake; also for Sierraville, Sierra City and Plumas Eureka Mine. **(Population, 1,500. Distance from Ogden, 623 miles Elevation, 5,819 feet.)**

"There is a grandeur and enchantment at all times in the scenery which environs the lakes of this region and never-ending means of pleasure and exhilaration on their waters; and the panorama of mountain and valley, meadow-land and woodland, sunshine and cloud, as viewed from Tahoe City is spacious, inspiriting and impressive. This view is an unspeakably fine one; within the magnificent frame of the Tahoe range is Lake Tahoe, sometimes tranquil, sometimes turbulent but always lovely. The summer sunsets on Lake Tahoe are remarkable for their great beauty and wealth of coloring and are grander than those mirrored on Lakes Como and Maggiore. No painter would ever dare to put upon canvas the variegated colors of Tahoe's waters in a summer sunset. It would appear such an exaggeration that he would lose caste among those who demand that the artist's pencil shall be true to nature. None but those who have witnessed the scene would be persuaded of its reality. Such beauty could not be were it not for the highly reflective qualities of the pure translucent waters which serve as a polished mirror of French plate glass." Such is the glowing language of a much traveled author, whose words, though eloquent, fail of depicting the entrancing loveliness of the scenes which one can here behold. But it is no reflection upon the descriptive powers of any writer to say that he has fallen short of the reality. Surely if these scenes are beyond the powers of the artist, no discredit can follow when the writer's pen fails to attain to the full measure of their grandeur and beauty.



TAHOE SCENERY.

LAKE TAHOE,

The "Gem of the Mountains."

Distance from Truckee, 14 miles.

Length, of Lake, 22 miles.

Breadth of Lake 10 miles.

Depth, 1,700 feet.

Lake Tahoe, one of the most beautiful mountain lakes in the world, lies in the heart of the Sierras, 6,216 feet above the sea, while mountain peaks surround it, rising to an additional height of from two to four thousand feet. It is 22 miles in length, 10 miles in breadth and from 100 to 1,700 feet in depth. Its waters are famous the world over for their crystal purity, and their transparency is so absolute that the fish, which abound in great numbers, can be seen distinctly as they swim beneath you, at a distance of eighty feet. On its lovely shores are situated some of the most delightful summer resorts. The mid-summer air is cool and invigorating, the hunting and fishing excellent and the landscape picturesque and a never-ending delight to the eye. The ride by stage from Truckee to the lake, is a most charming experience, and is thus described by Mr. N. H. Chittenden, a traveler of some distinction: "It was a glorious morning, bright and cool, a rain having fallen the previous evening, tempering the dry mountain air, fragrant with the sweet odor of the pines, to a delicious, exhilarating freshness, and also effectually laying the dust. It is a magnificent drive, following up the dashing Truckee, a fitting outlet for the world's crowning gem of mountain lakes. From thirty to fifty feet in width, clear as crystal pure and cold, it courses swiftly down the mountains, frequently a foaming rapid, but interrupted in its headlong descent by several dams. The valley is from three-quarters to a mile across, the mountains generally not precipitous or very high, though presenting several bold, towering granite cliffs and peaks from five hundred to one thousand and eight hundred feet above the river. The most prominent of these, from their resemblance to the human face, are known as the 'Old Woman' and 'Old Man' of the mountains, and the 'Duke of Wellington.' Thick forests of red, yellow and sugar pine, fir and cedar, extend the whole way, except where cleared by the lumbermen. The great saw mill companies are annually cutting millions of feet of the choicest trees, having already advanced about eight miles up the river and back three or four miles therefrom. The lumber flumes extend from the great mills at Truckee to the farthest camps, and the sides of the mountains are grooved with log chutes. Down the former are run vast quantities of wood and timber, while down the latter immense logs are shot, with the velocity of thunderbolts, into the river. At the Eight-Mile Crossing, a five-foot monster plunged in as we passed, striking a forerunner fairly endwise, with terrific force, and the noise of distant thunder. Horse railways and long ox teams are also employed in hauling out the logs from over the summit of the mountains."

The tour of the lake is made by an excursion steamer which is taken at Tahoe City. The surroundings of the lake are picturesque in the extreme. Beginning at the right, the coronet of mountains, which surrounds the lake, may be named as follows: the Rubicon Peaks, 9,287 feet above the sea; Mount Tallac, 9,715 feet in height; Mount Ralston, 9,140 feet; Pyramid Peak, 10,052 feet; Job's Peak, 10,637 feet; Geneva Peak, 9 135, and the summits of the Tahoe Range. Down the steep, forest-covered sides of these mountains swiftly descend numerous beautiful streams, Ward's Creek, Blackwood's, McKinney's, Phipp's, Meek's Bay, Lonely Gulch, Cascade Falls, Cascade Lake, Taylor, Little Truckee River, Big Truckee River, Jim Small's Creek, Sevory Cove Creek, Glenbrook, Secret Harbor, Big, Griffin's, Cornelian Bay and Gordon's Creek being the most important.

DONNER AND WEBBER LAKES.

The shores of Lake Tahoe are indented with beautiful bays, Crystal, Cornelian, Meeks and Emerald, the latter being the largest and most frequented. It is about eighteen miles from Tahoe City, three miles long, and about half a mile in width. Ben Holladay built a summer residence here, which his family occupied until it was burned in 1879.

Capt. Dick, an eccentric old English sailor, chose this wild mountain retreat for his home, built a cabin, and chiseled out a tomb in the solid rock, on the lonely rock-bound island near the entrance. Falling overboard, while intoxicated, Lake Tahoe, which it is said, never gives up its dead, became his last resting-place, instead of the grave he had prepared.

The shores of the lake are dotted with summer residences and pleasure resort villages. Among the latter may be mentioned Tahoe City, Glenbrook, Tallac, Rowlands and McKinneys. Glenbrook is a very pretty village and is the business centre for Lake Tahoe. The thousand and one attractions of this lovely lake can obtain but little justice in so brief a description as can be given here; indeed, the most elaborate description would fall far short of the reality, and only he who has had the extreme good fortune to visit the spot can form an adequate idea of its charms.

DONNER, WEBBER,
AND
INDEPENDENCE
LAKES.
Waters of Crystal
Whiteness.

Donner Lake. Made memorable by the terrible fate of the Donner party, thirty-four of whom died of starvation on its shores in the year 1846, and taking its name from the leader of this unfortunate company, Donner Lake commands especial attention for its historical associations. Its beauty gives it a leading position among the lakes of the Sierras and has been made familiar through the well known paintings, by Bierstadt. Only three miles from Truckee, it is easy of access. It is about three miles long, one and a half miles wide, and two hundred and fifty feet deep. Its shores are gravelly and the lake is surrounded by great forests of pine, fir and tamarack.

Webber Lake, a perfect gem, lies in the Sierra Nevadas, about twenty-six miles from Truckee, at an altitude of 6,925 feet above the sea level. It is circular in shape; its waters crystal white, and with a depth of eighty-four feet. It is considered one of the finest fishing grounds in California, the trout being large and numerous, gamey and delicious. About three-quarters of a mile away from the lake are the falls, having a descent of 105 feet.

Independence Lake, sixteen miles from Truckee, and ten miles from Webber, is another one of those beautiful gems. It is two and one half miles long and three-quarters of a mile wide. Its waters are alive with trout.

Climbing the Sierra Nevada Range. The ascent of the Sierras begins at Truckee. In order to protect travelers from delay in inclement weather, the railroad company have constructed an almost uninterrupted line of snow sheds for forty miles. These sheds interrupt the view, but they serve an eminently practical purpose and are necessary for winter travel. Through the loopholes cut in the sides of the sheds the tourist catches tantalizing glimpses of magnificent scenery. Donner Lake can be seen below us, gleaming like a diamond in its granite setting, while a panorama of pine-clad hills and splintered mountain pinnacles is spread before us. Plunging onward through the snow sheds, the two great engines drag the train upward, while below can be seen the winding roadway we are ascending. Rumbling through a tunnel the train comes to a halt on the highest railroad point in the Sierras.

SUMMIT.

The Highest Railroad Point in the Sierra Nevadas.

Elevation, 7,017 feet.

Distance from Ogden, 638 miles.

Appropriately named, this station is the summit of our railroad ascent. For many years it held the pre-eminence as the highest railroad point in North America, and it still deserves renown as the first to lay claim to so lofty an estate. This is the "divide" from which flow various streams through devious courses to empty at last at widely divergent points into the great Sacramento. Among these streams are the Bear, the American and the South Yuba Rivers. The scenery around Summit is of the grandest description. The mountains tower above us to an altitude of ten thousand feet. Lakes lie below us and waterfalls glimmer down the sides of distant precipices. Here the sportsman can find ample scope for enjoyment. Bear and deer and a vast variety of game haunt the wooded fastnesses and the streams abound in trout. The east-bound tourist who wishes to visit Lakes Tahoe and Donner can take the stage at Summit, and, after enjoying the delights of the mountain drive and an unobstructed view of the scenery, together with a satisfying visit to the lakes, can again resume his journey by taking the cars at Truckee, thus avoiding the up grade return to Summit.

Cascade. Six miles beyond Summit we pass Cascade, crossing a branch of the Yuba River. To the westward lies Summit Valley, a charming spot for a summer resting place. It is well watered and abounds in luxuriant meadows, which are utilized by stock and dairy men, who have found here an ideal spot for their purposes. Cascade is a growing shipping point for cattle and their products. (Population, 28. Distance from Ogden, 644 miles. Elevation, 6,538 feet.)

Soda Springs. Many large soda springs give their name to this side track. Their waters are pleasant to the taste and medicinal in character. One of the springs has been improved and its waters are bottled for shipment. There are also hot springs in the near vicinity. (Population small. Distance from Ogden, 647 miles. Elevation, 6,749 feet.)

Emigrant Gap. Here we catch the last sight of the old emigrant wagon road, which we have seen from time to time for the last two hundred and fifty miles. (Population, 120. Distance from Ogden, 659 miles. Elevation, 5,221 feet.)

Blue Cañon, Shady Run, Towles, and Alta, are small stations which we pass in rapid succession.

Dutch Flat. Population, 700. (Distance from Ogden, 675 miles. Elevation, 3,595 feet.)

Historic Ground. To the "men of '49" the names of Alta and Dutch Flat call up many memories of stirring times. The stages still run from Dutch Flat to "You Bet" and "Little York," where mines are still worked; but the palmy days made historic by the achievements of the "John Oakhursts," "Sandy McGees," and "Hank Monks" have passed away. A glimpse can be caught of a scenic attraction of paramount interest as the train passes Shady Run. This is the famous American Cañon, with walls two thousand feet high, and of such wonderful perpendicularity that the American River, which flows between them, has never been ascended for a distance of two miles—the extent of the cañon.

CAPE HORN.

A Scenic Wonder.

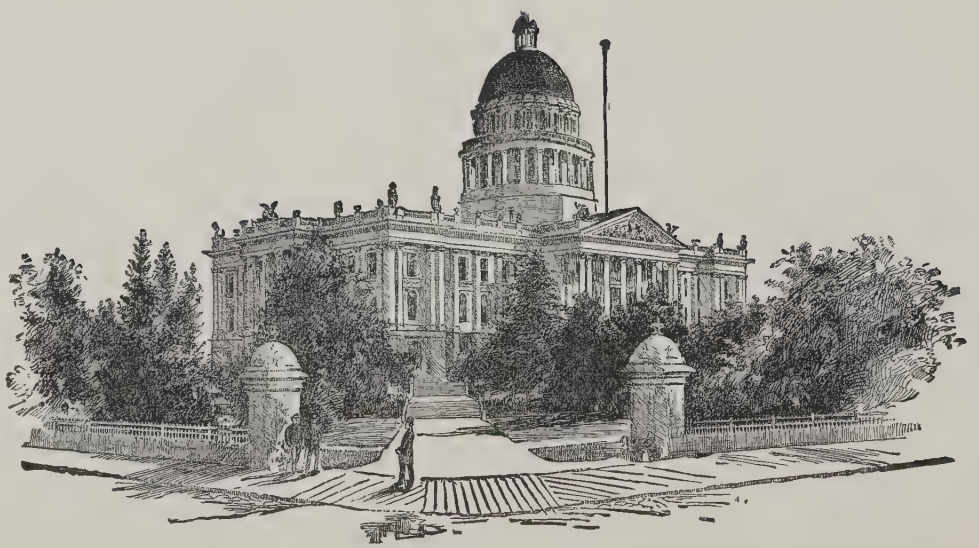
There are few mountain passes more famous than that known to the world as "Cape Horn." The approach to it is picturesque. The north fork of the American River is seen raging and foaming in its rocky bed, fifteen hundred feet below and parallel with the track. A little further on we see the north fork of the North River leaping in snowy cascades down the mountain side. The train rolls on and soon is clinging to the side of a mountain wall, which climbs to the clouds above it and drops to the waters beneath; a hand thrust from the window of the car could drop a stone straight as the plummet falls, into the chasm, two thousand five hundred feet below. We are rounding Cape Horn! The road having been carved from the solid rock, the workmen, when building the same were suspended from the cliff above by means of ropes until they had blasted sufficient to gain a foothold. A beautiful valley lies beneath us to the left, and across this vale on the opposite side can be seen the line of road on which we shall soon appear. The descent now begins, and Rice's Ravine is crossed, the trestle bridge being 878 feet in length and 113 feet in height. The narrow gauge railroad, which we see beneath us, is the line from Colfax to Nevada City. From the trestle we pass to an embankment, and from the embankment to the solid roadway on the side of the bluff. We have followed the curving road until now we are opposite the tremendous precipice, from whose fearful height we have but just descended.

Colfax. Named after the statesman, Schuyler Colfax, a steadfast friend to the Southern Pacific Railroad during the early days of its existence. This town is thriving and prosperous. Fruit raising has taken the place of the original industry of mining, and the financial results appear to be eminently satisfactory. There is a large and handsome depot erected at this place, it being the distributing point for Grass Valley, Nevada City, and a large area of agricultural and mining country. The trains of the Nevada County Railroad (narrow gauge) run to and from this depot. (Population, 700. Distance from Ogden, 689 miles. Elevation, 2,422 feet)

Auburn. The approach to Auburn is made through a rugged country, a tunnel seven hundred feet in length being passed just before reaching Clipper Gap — beyond this can be seen the famous gold fields, now abandoned. The town of Auburn is embowered with fruit trees, is well-built and prosperous. Many of the residents of San Francisco and Sacramento spend a part of their summers at this mountain town. Fruit raising has usurped the place of mining among these foot hills of the western slope — vineyards, orchards and vegetable gardens, are now seen on all sides. This condition of things exists all along the slope, and for a distance of twenty miles we pass through California's semi tropical fruit belt. The quarrying of stone and stock raising are also important industries. (Population, 1,700. Distance from Ogden, 707 miles. Elevation, 1,360 feet.)

Newcastle. Is situated in the midst of a rich farming region, and is an important shipping point for all California fruits. Here are also a number of extensive canning and fruit drying establishments, with unlimited capacity. The early citrous fruits are grown and shipped from this point. (Population, 350. Elevation, 956. Distance from Ogden, 712 miles.)

Rocklin. This little town lies at the base of the foothills, and is famed for the excellent quality of the granite found in its quarries. The round house and machine shops of the railroad company located here are built of this material.



CAPITOL BUILDING, SACRAMENTO

The State House at Sacramento is also erected of Rocklin granite. (Population 1,100. Distance from Ogden, 721 miles. Elevation, 249 feet.)

Junction. This station is the junction point for the east side of the great Sacramento Valley and Portland, Oregon; it is here the branch of the Southern Pacific Railroad intercepts the main Transcontinental Line. (Population, 350. Distance from Ogden, 725 miles. Elevation, 163 feet.)

The Plains Region. A glance from the car window, or a reference to the elevation of Junction Station, given in the paragraph above, will show the tourist that the region of mountains and foothills lies behind him and that the fertile plains of California have been reached. Broad expanses of gently rolling country greet the eye, dotted here and there with the round-topped, dark-foliaged live oaks, which form strikingly characteristic features in the landscape. Here and beyond in the Sacramento Valley are the great wheat fields of the State, famous in the past for their enormous yield and the magnificent scale upon which the raising of this cereal is carried on. Now, however, fruit raising is gradually usurping this territory, and orchards and vineyards are frequently seen.

American River Bridge. This bridge spans the current of the American River, and Sacramento is only three miles distant. (Distance from Ogden, 740 miles. Elevation, 49 feet.)

SACRAMENTO,
California's Capital.

Population, 32,000.
Elevation, 30 feet.
Distance from Ogden, 743 miles.

As is the almost universal rule in the case of large cities one gets a very unsatisfactory view of the town from the railroad station. Several days can be pleasantly and profitably spent by the tourist in Sacramento. It is handsomely built, and its shaded streets and flower ornamented yards present an exceedingly attractive appearance. It has a complete system of electric street railways. Being the capital of California, the county seat of Sacramento County, and the second commercial city in the State, it has a most prosperous present and promising future. More trains arrive and depart each day than in any other town or city in the State. Sacramento, being the geographical centre, it is the great distributing point for California. Three-fourths of all the fruits shipped from this State each year are shipped from this point. It is at this place all the principal buyers and shippers locate for the purchase of fruits and vegetables. The Southern Pacific Company's shops (which employ from 2,000 to 3,000 men constantly covering an area of twenty-five acres of land), the largest cannery and packing houses in the State, a woolen mill, foundry, machine shops, etc., are located in Sacramento. For a manufacturing town, the location of Sacramento cannot be excelled. It is ninety miles from San Francisco, with which it is connected by numerous daily trains, and by river steamers. Many of its wholesale houses rival those at San Francisco in the amount of business transacted. It has fine wide streets lined with shade trees, many substantial business blocks, elegant residences, and good hotels. The State Capitol, State Printing Office, State Agricultural Exposition Building (the largest west of the Missouri river), a Free Library, the largest Art Gallery (with one or two exceptions) in the United States, an Old Ladies' Home (where old ladies have the same care and attention, if not better, than they would have in their own homes), are located in Sacramento, the two latter were donated to the city by that most estimable and philanthropic of ladies, Mrs. E. B. Crocker. In fact, Sacramento is the great metropolis of the Sacramento valley.

The first railroad in California, extending from Sacramento into El Dorado County, was formally opened on February 22d, 1856. Work on the Central Pacific Railroad was inaugurated at Sacramento, January 8th, 1863, and the last spike was driven May 10th, 1869. Sacramento is on the line of the California & Oregon, Western Pacific, Central Pacific, California Pacific, and Sacramento & Placerville Railroads. All these roads are of the Southern Pacific System. The Company's principal hospital, is also located in this city. A line of steamboats runs to San Francisco on the Sacramento River and the bay, and another as far up the same stream as Red Bluff. The Sacramento River is spanned opposite the city by a railroad and wagon bridge, connecting it with the town of Washington, Yolo County; and the American River is bridged on the line of Twelfth street, and also by a railroad bridge a short distance above. All the bridges in the county and all roads are free. The Capital of California was permanently located at Sacramento, February 25th, 1854, and in 1869 the present Capitol Building was completed, at a cost of about $3 000,000. The building is the finest in the state. In the Capital Park are also the exposition pavilion of the State Agricultural Society, and the State Printing Office, in which are printed, in addition to the usual work for the State, the text-books for use in the public schools. The State Agricultural Society has also an extensive park for the exhibition of stock, and one of the finest race tracks in the world. The State fairs are annually held in September. The Masons and Odd Fellows have each imposing temples, in which their lodge rooms are located. The United States Government has erected a Post Office Building, for which an appropriation of $100,000 was made. The County Court House (formerly used for a State Capitol) cost $200,000; and a brick and iron Hall of Records has recently been completed at a cost of $50 000. The County Hospital built on the pavilion plan, can accommodate one hundred and seventy-five patients, and cost $75,000. The State Library contains some sixty thousand volumes; the Free Public Library, of twelve thousand volumes, with the two story building in which it is contained, is the property of the City, and is maintained by a City tax. The Order of Odd-Fellows maintain a library of about eight thousand volumes. The Crocker Art Gallery is also the property of the City. It is a brick and iron building, three stories high, and in it are contained some of the finest paintings and statuary, together with an extensive cabinet of minerals, the property of the State.

Webster. Leaving Sacramento, and crossing the Sacramento River on a bridge 600 feet in length, the train passes through Webster, which is a suburb of the city. Beyond we cross a belt of swampy country known locally as "The Tules." The track is elevated above the danger of floods by means of embankments and a trestle bridge.

Davis. This place is the junction with the main line of a branch passing through the west side of the Sacramento Valley to Tehama, the country round about being rich and fertile, and capable of producing an unlimited amount of fruit, cereals and vegetables. Distance from Ogden, 736 miles.

Fremont, Dixon, Batavia are soon passed, when we arrive at

ELMIRA.
Junction Point to Vaca and Capay Valleys.

At this point the tourist will do well to take the side trip through the great Vaca and Capay Valleys. These valleys supply all the earliest fruits and vegetables. The soil is of surprising fertility, yielding bountifully of every crop with no necessity for irrigation. The climate is superb, it being a continual Indian summer the entire year. The health of the inhabitants, their industry, wealth and prosperity, have all tended to make this place the most desirable for settlement. Semi-tropical and citrus fruits grow luxuriantly, and are of unusual size and lusciousness. These valleys are veritable gardens of Eden, and a continuous panorama of a beautiful and picturesque country. Cannon and Suisun are more or less important stations, but of no especial interest to the tourist. Having passed Suisun the waters of Suisun Bay approach the track, and at high tide ripple against the embankment. For twelve miles this bay is always in close proximity.

Army Point. Distance from Ogden, 797 miles. This is the station for the headquarters of the United States army in California.

Benicia. Situated on the southern slope of the Suscol hills, Benicia extends down to the bank of the Sacramento River. This is the head of navigation for sea-going ships and is a very charmingly situated city. Benicia was at one time the capital of California, but is now a quiet residence town, with a number of large manufacturing interests to maintain its commercial importance. (Population, 2,400. Distance from Ogden, 800 miles. Elevation, 10 feet.)

Crossing the Straits of Carquinez. From Benicia to Port Costa the journey is continued on the Solano, the largest ferry boat in the world. This boat can transport at one time fifty-four loaded freight cars and consequently finds no difficulty in bearing our entire train safely across the straits, a distance of one mile, with an expenditure of little if any more than twenty minutes of time. To most, this experience is a novel one, and the cars are quickly emptied by their occupants, and the tourists gaze delightedly at the broad expanse of waters and inhale gratefully the invigorating saline odors wafted from the neighboring ocean. The cars are run directly on to the boat and when Port Costa is reached the journey by rail is resumed.

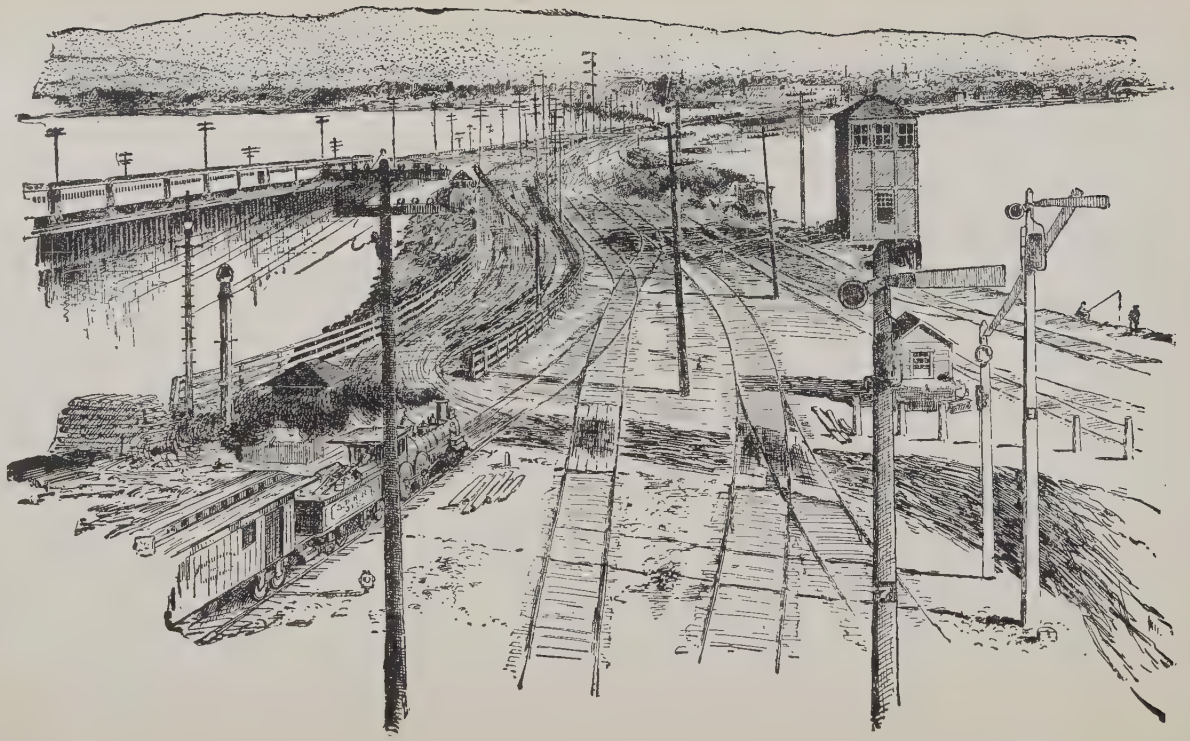
Port Costa. Here the sea-going ships can be seen lying close to the wharfs, and the tourist begins to appreciate the fact that his long journey to the Pacific coast is nearly completed. At this point the Southern Pacific's line to Los Angeles branches to the southwest.

Vallejo Junction. The town of Vallejo lies across the straits a distance of two miles. At this junction a branch line runs to Napa and Calistoga, also to Santa Rosa.

Pinole. Another town of wharfs and warehouses.

Sixteenth Street, Oakland. This is the small station for the large city of Oakland. The great Bay of San Francisco lies to our right and beyond can be seen the spires of San Francisco.

Oakland Pier. This marvel of engineering has been constructed for two miles directly out into the bay. At its terminus is an immense building containing waiting rooms and all necessary accommodations for the convenience of the great army of travelers who disembark on the arrival of trains. All the passenger trains for the east, north or south are made up at this depot, and here all incoming passengers leave their trains and are transported on magnificent ferry boats to San Francisco.



APPROACHES TO OAKLAND FERRY

SAN FRANCISCO TO SAN DIEGO.

SAN FRANCISCO.

The Great City
by
The Golden Gate.

Population,
400,000.

The first view of San Francisco which the overland tourist obtains from the bow of the ferry boat that bears him from Oakland Pier to the foot of Market street, is most enchanting. A city set on a hill, beautiful for situation, it commands attention and demands the most enthusiastic admiration. Nor does "familiarity breed contempt." The first pleasant impression is confirmed and deepened by every day's experience within the gates of this most hospitable and beautiful city. Fitz Hugh Ludlow, whose early death was a great loss to literature, if one may judge by the early fruitage of a tree too soon cut down by cruel frost, speaks glowing words, and true ones of this city by the sea. He says: "To a traveler paying his first visit, it has the interest of a new planet. It ignores the meteorological laws which govern the rest of the world. There is no snow. There are no summer showers. The tailor recognizes no aphelion or perihelion in his custom; the thin woolen suit made in April, is comfortably worn until April again. Save that in so-called winter frequent rain falls alternate with spotless intervals of amber weather, and that *soi-disah* summer is an entire amber mass, its unbroken divine days concrete in it there is no inequality on which to forbid the bans between May and December. In San Francisco there is no work for the scene-shifter of Nature. The wealth of that great dramatist, the year, resulting in the same manner as the poverty of dabblers in private theatricals—a single flat doing service for the entire play. Thus, save for the purposes of notes of hand, the almanac of San Francisco might replace its mutable months and seasons with one great, kindly, constant, sumptuous All the Year 'Round. Out of this benignant sameness what glorious fruits are produced! Fruit enough, metaphorical; for the scientific man or artist who cannot make hay while such a sun shines, from April to November, must be a slothful laborer, indeed. But, fruit also literal; for what joy of vegetation is lacking to the man who, every month in the year, can look through his study window on a green lawn, and have strawberries and cream for his breakfast. Who can sit down to this royal fruit, and at the same time to apricots, peaches, nectarines, blackberries, raspberries, melons, figs, both yellow and purple, early apples and grapes of many kinds."

But aside from the claims of climate which appealed so strongly to Ludlow, San Francisco has artistic and architectural claims that command respect and admiration, to say nothing of her vast commercial and mercantile interests.

San Francisco has suffered greatly from fire in the past, but has always arisen from its ashes in renewed beauty. A condensed history of these great conflagrations may be of interest:

December 24th, 1849. First great fire. More than $1,000,000 worth of property destroyed.

May 4th, 1850. Second great fire. Three blocks of buildings consumed. Loss, $4,000,000.

June 14th, 1850. Third great fire. Loss, $5,000,000.

September 17th, 1850. Fourth great fire. An extensive area of comparatively inexpensive buildings destroyed. Loss, $500,000.

December 14th, 1850. Fire on Sacramento and Montgomery streets. Loss, $1,000,000. This is not generally classed among the great fires.

May 4th, 1851. Fifth great fire. Eighteen blocks entirely burned, and parts of six others destroyed. The length of the burned district was three-fourths of a mile, and its width half a mile. Loss, $10,000,000 to $12,000,000.

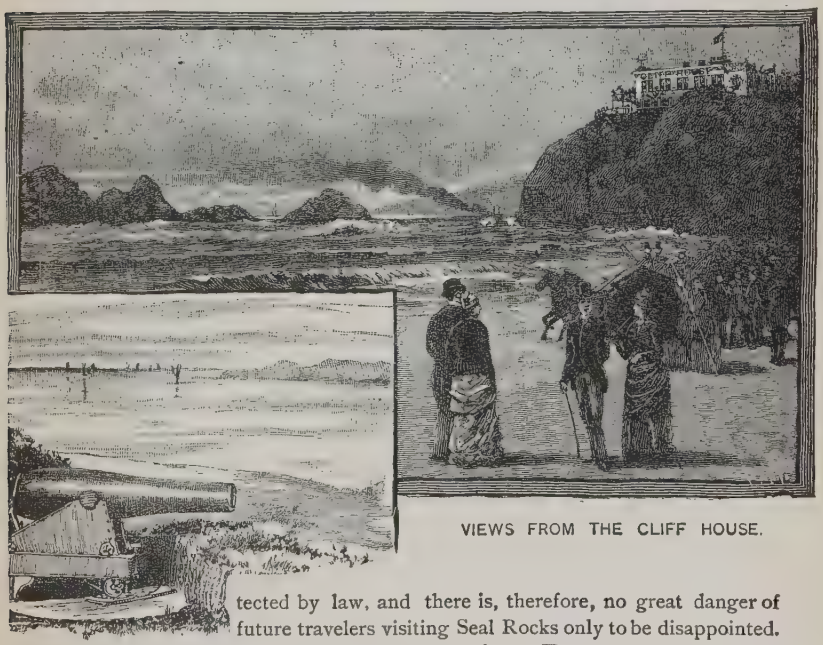
June 22d, 1851. Sixth great fire. Ten blocks and parts of six others destroyed. Loss, $3,000,000.

When the Oakland ferry boat, a most magnificent steamer by the way, enters her pier at the foot of Market street, the traveler will find ample means of conveyance to any hotel. If of an economical turn of mind he can board a cable car, after running the gauntlet of vociferous "cabbies," and for five cents be carried smoothly and quickly to almost any part of the city; or, handing his baggage checks to one of the agents of the United Carriage Company, he can drive to his destination in considerable more "style," and at a moderate expense, the amount being determined by the distance traveled—but extortion need not be feared, as cab fares are regulated by a city ordinance. Once at home in hotel or lodgings—and San Francisco can furnish either of these of the very best character—the traveler can map out excursions in the city and its environs that will pleasantly occupy his time for a fortnight, or which can be crowded into the space of three or four days.

CLIFF HOUSE AND SEAL ROCKS
Novel and Characteristic Attractions.

Everybody has heard of the Cliff House and the Seal Rocks. These attractions are pretty sure to command first attention. The Cliff House may be reached by three routes These are tersely described by Mr. Charles Turrell, in his valuable California notes, as follows: "One of these routes is the old road that begins at the Mission and winds over the hills, affording many attractive views of the city and the bay beyond, the Contra Costa Mountains and Mount Diablo towering in the remote east. This road descends to the Ocean beach, passing near Merced Lake—Laguna de la Merced—the largest lake in the county. From the Ocean Side House to the Cliff House, a distance of some two and a half miles, the road follows the sandy beach. As this road is quite long, and the latter part very heavy, but few follow it. Another route is by Point Lobos avenue, a broad, well macadamized street, commencing at the western end of Geary street and continuing in a straight line to the Ocean beach. This was for many years the fashionable drive for San Franciscans. However, since the Golden Gate Park has been opened, and its serpentine drives to the beach completed, the Point Lobos road has fallen into disuse." This drive is the one we took, and we found it a most charming way. The Haight street cable car for Golden Gate Park took our party to the entrance of the Park, and here a carriage was engaged for the drive to the Cliff House and return; thus economy was subserved and nothing of pleasure lost. The Park, though in a state of transition from wild land to a cultivated Paradise, presente many most charming

views. The abundance of natural flowers, the flora new to our unaccustomed eyes, the conservatory abounding in tropical flowers, the shaven lawns, and the artistically arranged trees and shrubbery, were objects of great interest. From Inspiration Point we obtained a fine view of the Pacific Ocean and the Golden Gate. The most characteristic objects of interest at the terminus of this drive, are the Seal Rocks and their curious occupants. The rocks are conical in shape, three in number, and vary in height from twenty to fifty feet. These rocks are the haunts of seals, and it is said that there is never a moment when scores of these curious marine mammals may not be seen basking in the rays of the sun on these rocks, or struggling among themselves for a place thereon. These seals are protected by law, and there is, therefore, no great danger of future travelers visiting Seal Rocks only to be disappointed.



VIEWS FROM THE CLIFF HOUSE.

SAN FRANCISCO BAY.

A Beautiful Sheet of Water and Land-Locked Harbor of Inestimable Value.

San Francisco Bay. As a harbor it ranks among the few great seaports of the world. A land-locked sheet of water, some fifty miles long and of varying width. It has the advantage of lying at the central edge of a great area of agricultural land. The shipments through this port are very heavy, giving constant employment to a large fleet of steamers and sailing-vessels. It is also the terminal point of the great transcontinental routes. If the tourist will take a seat on the dummy of either the California Street or Jackson Street cable cars and ride as far as Mason Street, the trip will be amply rewarded. Perhaps the best time to view this magnificent panorama would be in the forenoon. To the left we have the Golden Gate, the wonderfully beauteous entrance to the still more beautiful bay; to the right the sheet of water merges into the distant hills bordering the Santa Clara Valley. Before us lie, in semi-circular form, Mt. Tamalpais, standing on the northern side

BIRD'S-EYE VIEW OF SAN FRANCISCO, CAL.

of the Golden Gate; Saucelito, San Pablo Bay, the *debouchere* of California's two great rivers—the Sacramento and San Joaquin; then we have the Contra Costa Mountains and, just beyond, Mount Diablo's graceful peak, while nestling at their base we distinctly trace the towns of Berkeley, Oakland, Alameda, Haywards, and Oakland Pier. The steamers of the ferry lines may be viewed ploughing their rapid way to and from San Francisco. Close to the Pier, Goat Island rises three hundred and forty feet out of the water. It is the most southerly island in the bay, save the Mission Rock, now surrounded by warehouses, etc. West of Goat Island is Alcatraz Island, situated about one mile due east of the Golden Gate, whose entrance it commands. It is one-third of a mile long and one-tenth of a mile wide, irregular in shape and contains about twelve acres, composed mainly of solid rock. A perfect belt of batteries surround the island, mounting several very heavy guns on all sides as well as on the top. On the highest point of the island stands a light-house, whose light can be seen, on a clear night, twelve miles at sea, outside of the Golden Gate. Next in succession is Angel Island, three miles north of San Francisco, the largest and most valuable island in the bay. It contains six hundred acres of excellent land, watered in many places by natural springs. Three fixed batteries, mounting large, heavy guns, are here, besides large barracks, accommodating the garrison. On the bay we see craft of every kind, from the tiny skiff to the monster six-masted ocean steamers. Scows and steamers may be seen in every direction; the propeller, the paddler are all here in busy activity. Fringing the water front is a forest of masts, the black hulls from whence they spring being scarcely visible on account of the long line of the sea-wall and warehouses that intercept the view. In every direction, lying peacefully at anchor, are vessels just arrived or about to depart. Here, too, snugly harbored, are the little yachts of the different clubs—white-winged birds of pleasure.

There are several "squares" in San Francisco, the most noted of which is Portsmouth Square, with an area of 275 by 204 feet 2 inches. Its history is important. On July 8th, 1846, Captain Montgomery, of the United States sloop-of-war Portsmouth, then lying in the bay, at the command of Commodore Sloat, raised the American flag on the plaza of what was then called "Yerba Buena"—now San Francisco. A salute of twenty-one guns from the Portsmouth announced the fact that the United States had taken possession of Northern California. This square was then named Portsmouth Square, and at the same time Montgomery street was named in honor of the Captain.

Telegraph Hill is dear to the hearts of old Californians. In 1849 a signal station was established on this elevation, and the dwellers at the "Bay" were notified of the approach of vessels from sea by means of a well understood system of signals. A tract of 275 feet square on the summit of the hill has recently been purchased by some public spirited citizens and presented to the city for a perpetual park.

Many tourists take interest in the cemeteries of a city; to such a brief mention of those in San Francisco will be interesting. Most of these "cities of the dead" are best reached via the Geary Street Cable Railway. Laurel Hill Cemetery, near the foot of a solitary hill, called Lone Mountain, presents the finest examples of mausoleum architecture in California. Landscape gardening contributes greatly to the beauty of the scene.

The four principal cemeteries of the city surround Lone Mountain. They are "Laurel Hill," "Calvary," the Roman Catholic burial ground, and the cemeteries of the Masons and the Odd-Fellows.

THE MISSION DOLORES.
Oldest Building in San Francisco.
Founded Oct. 8, 1776.

The oldest building in San Francisco and the one most noted, considered historically, is the Mission Church, on the corner of Dolores and Seventeenth Streets. Considerable of the original building remains and many of the interior decorations have been, to a certain degree, retained in their pristine state—sufficient to recall the times of the early fathers. The adobe walls are three feet thick, resting on a low foundation of rough stone, not laid in mortar; and the roof is covered with heavy semi-cylindrical tiles. The floor is of earth, except near the altar, and the entire structure rude in character and still used for purposes of worship.

IN SAN FRANCISCO BAY

Adjoining it is the Mission Cemetery, not used for purposes of interment since 1858. Many of the inscriptions on the tombs are in Spanish. Clustering around the mission are a few adobe buildings, red tiled but dilapidated, yet speak to the thoughtful of five score years and more. It is best reached by taking the Castro Street cable car of the Market Street Railway.

The theatres are numerous and first class, but English theatres are the same in kind the world over, and need no special description. Not so, however, with the Chinese theatre. This is *sui generis*, entirely novel and of remarkable interest. There are two of these theatres in San Francisco, and the histrionic peculiarities of the Celestial drama can here be seen in greater perfection than in any other city in the world, with the exception of those of China. There is no danger in visiting these theatres, as they are as well conducted, in their peculiar Chinese way, as any other place of amusement; but if there is a party, especially if it contains ladies, the escort of a guide should be secured. Through his influence and acquaintance seats can be obtained upon the stage, and a fine view of the wonderful perform-

ance obtained. The stage has no scenery. The orchestra occupies the back of the stage, and the most industrious member of it is the man who manipulates the big bronze cymbals and the gongs. This fellow punctuates the dialogue with vigorous blows on his loud resounding instruments, giving to the drama the characteristic of operatic recitative. The other instruments are the Chinese violin and fife. The result is a queer kind of barbaric harmony, but to the English ear there is absolutely no melody. The "property" man sits on the stage in full view of the audience and supplies the actors with such properties as they may need during the action of the play. The actors are masters of their art. They possess great facial mobility, and even through their conventional "make up" one can recognize their histrionic ability. No women are allowed to act in the Chinese dramas, and all female characters are played by men. These actors are exceedingly clever, and in voice and action imitate the weaker sex most admirably. A good female impersonator receives a very large salary from the management Whenever it is necessary to personate a death upon the stage, the actor lies quietly for a moment, and then calmly rises and walks off. A stick with a tuft of horse hair represents a horse, and a gesture of the leg signifies that the cavorting animal has been mounted. After all, these conventionalities are not much more crude than those of the Shakesperian age. The dramas are historical, and some of them are more extended even than a Wagnerian triology—requiring from three to four weeks to present a single play.

It would be vain for the writer to attempt to give a circumstantial description of the attractions of San Francisco. It would require a volume, and the pen of a Bayard Taylor to do the city justice. As a convenience for strangers, the following list of places of amusement and points of general interest is annexed :

NEW BALDWIN THEATRE—Baldwin Hotel. Market and Powell.

THE ALCAZAR—O'Farrell street, between Stockton and Powell.

BUSH STREET THEATRE—Bush street, above Montgomery.

STOCKWELL'S THEATRE—Powell street, opposite Baldwin Hotel.

TIVOLI OPERA HOUSE—Eddy street, near Baldwin Hotel. Grand operatic performance every evening. Grand orchestra and chorus. Admission, 25 cents. Extra to reserve.

WIGWAM THEATRE—Geary and Stockton streets. Admission, 10 cents and 25 cents.

PANORAMA BUILDING—Corner Tenth and Market streets. Open daily (Sundays included) from 9 a. m. to 11 p. m. Admission, 50 and 25 cents.

"ORPHEUM" OPERA HOUSE—O'Farrell street, opposite "Alcazar." Admission, 25 cents. Extra to reserve.

MOROSCO'S GRAND OPERA HOUSE—Mission street near Third street.

CHINESE THEATRE—Grand Chinese Theatre, 814 Washington street. Performances every evening by full Chinese Company. Admission, 50 cents. Private Boxes, $3.00.

GOLDEN GATE PARK—Contains over 1,000 acres ; extends from Baker street to the Pacific Ocean, 3½ miles. Reached by Market Street Cable Railway via Haight, Hayes, or McAllister streets, from ferries ; or, Geary Street Cable Road, from corner of Kearney and Geary streets ; and via Powell or California Street Cable Roads. It was in this beautiful Park that the Mid-Winter Fair of 1894 was located

GLIMPSE OF CELESTIAL LIFE IN SAN FRANCISCO

CLIFF HOUSE AND SEAL ROCKS—Point Lobos, 6 miles from City Hall. A magnificent drive over a perfect road leading through Golden Gate Park; or, can be reached by Market Street Cable Railroad, Haight Street Division, connecting at terminus with trains of Park & Ocean Railroad direct to Ocean Beach, near Cliff House. Distance from Oakland Ferry, about 8 miles; time, 55 minutes; fare, 10 cents. Also reached by Powell Street Cable Railroad and Ferries and Cliff House Railroad.

SUTRO HEIGHTS—The private garden of Adolph Sutro, made beautiful beyond description by the gardener and artist, is just back of the Cliff House, but higher up. Open daily from 10 a. m. to 5 p. m.

PRESIDIO RESERVATION—Fronts on the Golden Gate for about two miles. It has several beautiful drives, is owned by the Government, and its barracks have the largest military force on the Pacific Coast. Drive out California Street or take California Street, Jackson Street or Union Street cable cars.

POSTOFFICE—Corner of Washington and Battery Streets. General delivery is open from 7:30 a. m. to 11:00 p. m. every day, Sundays excepted; Sundays, from 1 to 2 p. m. Branch postoffice, station "A," 1309 Polk street; "B," City Hall; "C," Twentieth and Mission streets; "D," Market street Wharf; "E," Third and Townsend streets; "F," Post and Devisadero streets; "G," 17th and Market streets; "H," Laguna and Ivy avenue; "J," Stockton and Union; "K," 30 New Montgomery. Branch offices open from 8 a. m. to 6 p. m. daily except Sunday. Open on Sundays from 1 p. m. to 2 p. m.

MARKETS for fruit, flowers, fish, game and other produce: California Market, California Street, below Kearney; Centre Market, Sutter and Grant Avenues. Visit early in morning. Semi-tropical fruits and flowers all the year round.

SAN FRANCISCO STOCK EXCHANGE—Pine street, between Montgomery and Sansome.

MERCHANTS EXCHANGE—California street, between Montgomery and Sansome.

UNITED STATES MINT—Fifth and Mission streets. Visitors admitted from 9 a.m. to 12 noon, except Saturday and Sunday.

CALIFORNIA STATE MINING BUREAU—New Pioneer Building, Fourth street. This institution has the largest and most valuable collection of ores, minerals, fossils, and Indian relics, in the United States.

MISSION DOLORES—Founded 1776; 17th and Dolores streets. Reached by Valencia Street Division of Market Street Cable Railway.

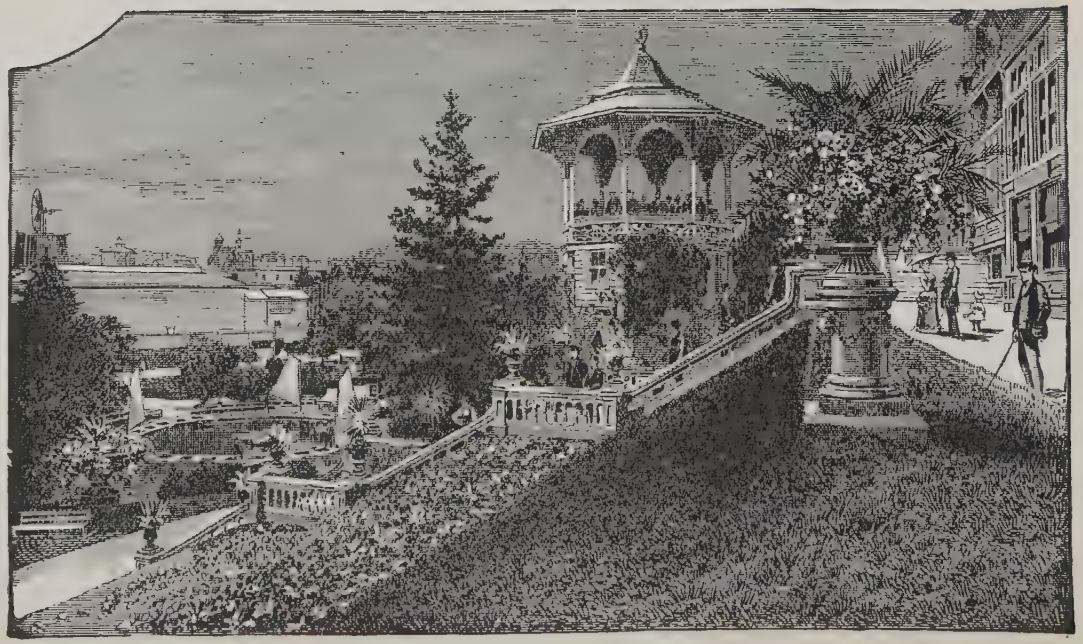
ALCATRAZ ISLAND AND ANGEL ISLAND—Permission to visit these may be secured at department headquarters, Phelan Building, Market St., except Sundays. Steamer General McDowell visits them daily.

EASTERN RAILWAY LINES—The offices of all agents of eastern railroads, represented in San Francisco, are on Montgomery, Market and New Montgomery streets; in close proximity to Palace, Grand and Occidental Hotels.

EXPRESS OFFICES—Wells, Fargo & Co., corner Mission and New Montgomery streets, opposite Palace Hotel.

STREET CAR FARES—The fare on all street car lines, both horse and cable, is 5 cents.

HACK FARE—One person, not more than one mile	$1 50
Two or more persons " "	2 50
Four or less, by the hour—first hour	3 00
Each subsequent hour	2 00



PAVILION. WOODWARD'S GARDENS.

CABS—One person, not more than one mile..... 50
Two or more persons, by hour—first hour..... 1 50
Each subsequent hour..... 1 00

OAKLAND.
Beautiful Residence City.
Population, 75,000.
Distance from San Francisco, 8 Miles.
Elevation, 12 Feet.

Oakland. It is to be supposed that the tourist in his stay in San Francisco has not neglected to visit this garden city. The town is beautifully situated on the east shore of the bay, the land sloping gradually down to the waters from the Contra Costa Mountains, which rise back of the city at a distance of a few miles. The foot hills are crowned with the suburban villas of wealthy merchants of Oakland and San Francisco, and from their verandahs can be obtained a most extensive and pleasing view of the bay, San Francisco and the Ocean beyond. Oakland is one of the most beautiful residence cities in the world, and in point of sylvan beauty has few if any rivals. The houses are tastefully built, many of them of the greatest elegance, surrounded by extensive and well kept grounds, embowered in trees and glowing with a lavish wealth of roses. It must not be supposed, however, that Oakland is not also a business town. On the contrary, it possesses large mercantile and manufacturing establishments. Electric lights illuminate the wide and well paved streets; cable and electric car lines are numerous and none of the modern improvements lacking. Schools and churches abound. Oakland is a city of colleges, and numbers among these institutions of higher education the following: The State University School the Oakland Military School, the Convent of Our Lady of the Sacred Heart, the Oakland Female Seminary, the Female College of the Pacific, and the University of California, at Berkley, four miles distant. Among the large manufacturing establishments may be mentioned the extensive machine shops of the Southern Pacific Company, the Judson Manufacturing Company, the Pacific Iron and Nail Company, besides cotton mills, jute mills, flour mills, and innumerable other institutions, employing a large amount of capital and thousands of men, women and children. One can reach San Francisco from Oakland every fifteen minutes by train and ferry. Oakland is a most charming place, and is the home of an enterprising, hospitable, and intelligent class of people.

Southward Bound. Having spent a most delightful season in San Francisco, the tourist's face is turned southward, and the journey to Los Angeles and San Diego begins. Taking the Oakland ferry, at the foot of Market street, one is borne pleasantly over the waters of the bay and lands at Oakland pier, where he takes the Southern Pacific train for Los Angeles.

Doubling on our Track. From Oakland to Port Costa we follow the same line as that upon which we entered San Francisco, therefore, it is not necessary to make mention of the intervening stations. Passing Port Costa, the line has the Sacramento River on its left, and rolling hills on its right. Beyond the river can be seen the town of Benicia nestling among the coves of the Suscal Hills.

Martinez. A pleasant village among the hills. Fruit trees and vines abound, and the inhabitants of the towns and surrounding country are mainly engaged in horticulture. Martinez is the county seat of Contra Costa County, and is a most quiet and charming place of residence. Citrus fruit, grapes of all varieties, and deciduous fruits flourish without irrigation, and the climate is so mild that semi tropical plants grow out of doors without any special protection. (Population, 1,500. Distance from San Francisco, 35 miles.

ON WHEELS, THROUGH GOLDEN GATE PARK.

Avon, Bay Point and Cornwall are small intermediate stations.

Coal Mines. About six miles south of Cornwall are large coal mines, the tramways for the conveying of the product of these mines pass over our track, and deliver the coal at Pittsburgh Landing on the river, whence it is carried by water to destination. From Martinez to Antioch the road passes through a hill country on our right, with the river to the left. Many deep cuts occur, and numerous small tributaries flow down the gulches, into the river. Up these gulches we catch glimpses of neat farm houses, surrounded by well cultivated fields and orchards. Mount Diablo rises to the south, and reaches an elevation of 3,896 feet. Among the foot hills of this mountain are the mining towns of Stewartville, Empire, Nortonville and Somerville. At Cornwall to our left lies Suisun Bay, and here the San Joaquin and Sacramento Rivers have their junction.

Antioch. A shipping point for coal. The town itself is a mile north on the banks of the San Joaquin River. From this point also large quantities of vegetables, strawberries, fruit, etc., are shipped to San Francisco. (Population, 700. Distance from San Francisco, 55 miles. Elevation, 46 feet.)

Bentwood. Wheat fields begin to appear here, dotted with live oaks. The town is small and supported by agricultural industries, It is situated on the Marsh Grant of 13,000 acres, on which much stock is fed.

BYRON HOT SPRINGS
Bathing
and
Health Resort.

Byron. The most attractive thing about this station, to the invalid and the tourist, is, its near proximity to the Byron Hot Springs, situated two miles to the south. The country round about is famous for its production of wheat, alfalfa, fruit and grapes. This being a portion of the great wheat belt. The hot springs have attracted much attention, and a large hotel and bath houses have been erected The springs are varied in their characteristics, being both hot and cold, and possessing in turn the constituents of sulphur, iron, soda and magnesia. There are mud baths, and in fact all varieties of bathing. The temperature of some of the springs is as high as 130° Fahrenheit.

Bethany. Distance from San Francisco, 76 miles.

Tracy. The junction of the old Western Pacific route from San Francisco to Sacramento via Livermore Pass with our line to the south. Tracy is surrounded by broad wheat fields, which extend to the northward beyond the reach of vision. (Population, 400. Distance from San Francisco, 71 miles. Elevation, 64 feet.)

Banta. Small station three miles from Tracy, after passing which we cross the San Joaquin River on a very long draw bridge. (Population, 150. Distance from San Francisco, 74 miles. Elevation, 30 feet.)

Lathrop. Junction of the old Western Pacific and the Sunset Route. This is a regular meal station and here the railroad company have erected a large hotel, in which are also their offices. Lathrop is in the heart of the great San Joaquin wheat belt. (Population, 600. Distance from San Francisco, 83 miles. Elevation, 26 feet.)

The San Joaquin Valley. After crossing the San Joaquin River and turning to the right, our course is up the famous San Joaquin Valley — the great granary of California. Here are five million acres of the best wheat land in the world. A valley two hundred miles long by thirty miles broad, which when vivified by the magic touch of irrigation, produces not only wheat but also almost every thing that can be raised in tropical or temperate zones — wheat, corn, oats, flax, apples, oranges, lemons, figs, nuts, olives — the list is too extended for

recapitulation. Properly conserved there is water enough to irrigate the whole valley, and in many places the natural supply of water has been supplemented by that flowing from artesian wells. After passing Lathrop, we rattle through a number of small stations, all of them with large shipping warehouses, speaking eloquently of the generous output of the soil.

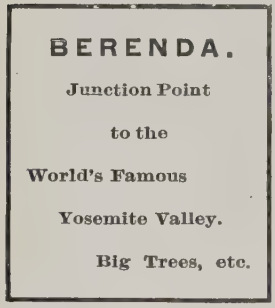
Passing through Morano, Ripon, and Salida, small stations, we reach

Modesto. County seat of Stanislaus County, and a prosperous and pretty town, surrounded by an industrious agricultural people. (Population, 2,500. Distance from San Francisco, 114 miles. Elevation, 91 feet.)

Between Modesto and Merced are the unimportant stations of Ceres, Turlochs, Livingston, and Atwater.

Merced. A well-built town, the county seat of Merced County. Possessed of good public buildings, fine private residences, and surrounded by an exceedingly rich agricultural country, and destined to be a great manufacturing center, Merced has prospered and will continue to prosper. The county has a population of 75,000, nearly all engaged in agricultural pursuits. (Population, 3,000. Distance from San Francisco, 152 miles. Elevation, 171 feet.)

Athlone. Before Athlone is reached we cross the Mariposa River, and after it is passed the Conchilla River. Wheat fields are on every hand. Irrigating ditches abound. Vineyards are frequently to be seen. And Athlone, a quiet little village, sits in the midst of fertile fields. (Population, 50. Distance from San Francisco, 162 miles. Elevation, 210 feet.)



This station is situated at the junction with the main line of the Yosemite extension of the Southern Pacific Railroad, which extends to Raymond, a distance of twenty-one miles to the eastward. From Berenda a good view of the Sierra Nevada Mountains can be had. Among the highest peaks in view are those of Mount Lyell, Mount Tyndal, Mount Goddard and Mount Whitney. These mountains, which exceed 14,000 feet in altitude, impress one deeply with their vast proportions, more especially because we are so near the sea level, being at an elevation of less than three hundred feet. Berenda has an agricultural and grazing country directly tributary to it. (Population, 85. Distance from San Francisco, 178 miles. Elevation, 256 feet.)

Madera. This is a leading shipping point for lumber, which is delivered to this point from the foot-hills by means of a flume fifty three miles in length. The great work of constructing this flume was completed in 1876, which has been in service ever since. The amount of lumber delivered in this way during the last ten years is something enormous, as may readily be gathered from the fact that one year's delivery amounted to over twenty-two million feet. (Population, 1,500. Distance from San Francisco, 185 miles. Elevation, 278 feet.)

Fresno. Between Madera and Fresno there is some interesting country. Just after leaving Madera we cross the Fresno River, beyond Sycamore the San Joaquin River, and at Borden, Cottonwood Creek. The sand dunes will attract your attention beyond Sycamore—queer little hills of sand fifteen to twenty-five feet in diameter and three to six feet high. Fresno is the county-seat of Fresno County, and is a most thriving and prosperous city. It has electric lights, telephones street railroads, water works, in short, all the modern im-

provements. Redwood and pine is the material mostly in use for building purposes, and the town possesses many elegant public and private edifices. A great variety of industries are tributary to the town. Fresno County has about 50,000 acres planted to grapes, and shipped last year over eight million pounds of raisins. This is but a small part of the product of the county. The shipments of various farm products reached the high figure of one hundred and sixty million pounds of freight. There is an abundant supply of water for irrigation, being

THE PETRIFIED FOREST.

brought from the mountains by means of canals having an aggregate length of eleven hundred miles and costing two million dollars. The capacity of these canals for irrigation covers a space of over seven hundred thousand acres, thus making Fresno County one of the richest agricultural regions in the world. Lombardy or the Nile Valley are not richer in possibilities. Many colonies have formed settlements in the vicinity of Fresno. These enterprises, through intelligent and united industry, have proved very successful. With a salubrious climate,

fine scenery, fertile land and an industrious people, Fresno has every reason to anticipate a continuance of her phenomenal success. (Population, 12,000. Distance from San Francisco, 206 miles. Elevation, 293 feet.)

Selma. Surrounded by a wheat growing country and supplied with good flouring mills, this town is in a flourishing condition. A great deal of wheat is shipped from this station—twenty million pounds last year. The town has most all the modern improvements. (Population, 2,200. Distance from San Francisco, 221 miles. Elevation, 311 feet.)

Kingsburg. This enterprising little town owes its prosperity to the fact that it is situated in the famous wheat belt. Here are to be seen big warehouses for storing wheat, large quantities of which are shipped from this station annually The cultivation of fruit is beginning to attract attention of the people. Irrigation is the salvation of this country, and the water is secured, not only through ditches, but also by means of windmills from wells varying in depth from fifteen to fifty feet. Soon after leaving the town, we cross King's River on a trestle bridge, the approach to which is made over a long, high embankment. (Population, 450. Distance from San Francisco, 227 miles. Elevation, 300 feet.)

King's River, a large, clear body of water, rises in the Sierras to the northeast, and flows southwesterly in a broad and tortuous channel, irrigating a large scope of territory. King's River is the boundary line between Fresno and Tulare Counties.

Traver. This is a new town, showing evidence of prosperity and thrift, possesses a flouring mill, machine shops. planing mills and other business enterprises of commercial importance. (Population, 600. Distance from San Francisco, 232 miles. Elevation, 291 feet.)

Goshen. The junction of the Goshen Division, which extends a distance of sixty miles to Alcalde. (Population, 75. Distance from San Francisco, 240 miles. Elevation, 286 feet.)

The Goshen Division. There are a number of small towns on this branch, as follows: Hanford, Armona, Grandeville, Lemore, Huron and Alcalde. The land through which the road passes is very fertile, and prices for it range from one hundred and fifty to three hundred dollars per acre.

Visalia. This town is the county-seat of Tulare County, and is situated seven miles to the eastward of Goshen, being connected with that station by means of a motor road. The Kaweah River flows through Visalia and aids in irrigating this most fertile region. (Population 3,000. Distance from San Francisco, 247 miles. Elevation, 290 feet.)

Resources of Tulare County. The resources of this county are most varied, the plains and the mountains meeting here; hence, the farming and fruit-raising of the one are supplemented by the mining, lumber industries and stock-raising of the other. There are about two million and a half acres of territory in the mountains, about eight hundred thousand acres among the foot-hills, eleven hundred thousand acres of valley and two hundred thousand acres in Tulare Lake and its surrounding "tule" lands. The mountains are covered with timber, and mines of gold, iron, copper and zinc are worked. The foot-hills produce almost every variety of deciduous and citrus fruits, together with grapes—both wine and raisin. Lands can be bought here at prices ranging from twenty-five to three hundred dollars an acre.

TULARE.
Commercial and Agricultural Centre.
Population, 4,000.
Distance from San Francisco, 251 miles.
Elevation, 282 feet.

Ten miles beyond Goshen we come to Tulare, a thriving town of recent growth, with railroad roundhouse, shops and good station buildings. This is a large shipping point, not only via the railroad, but by means of wagons to interior points.

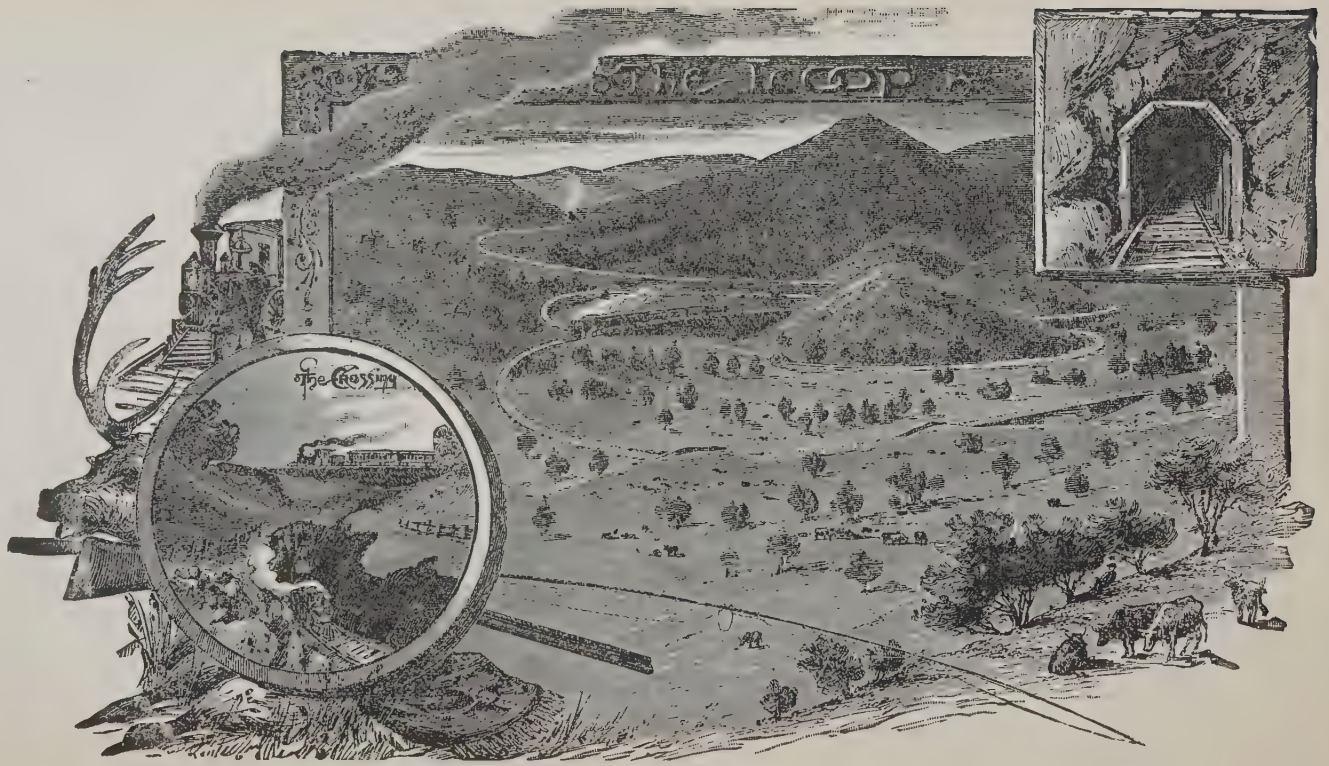
Irrigation in the Artesian Belt. The question of irrigation in California has been one of much vexation and exceedingly difficult of solution. The supply of water has been so very limited that millions of acres of land, as fertile as any in the world if irrigated, and absolutely worthless without water, have lain fallow for years. Fortunately for California, it has been discovered that this lack of water can be supplied in many instances through the agency of artesian wells. In certain sections of the country these resources have been developed, and the result has been the establishment of what are popularly known as "artesian belts." One of these zones extends from Caliente to Stockton, the greatest development being in Merced, Fresno, Tulare and Kern Counties, where over seven hundred flowing wells have been established. These wells are from 250 to 700 feet in depth, and an average well will irrigate about 150 acres of land. The capacity of each well can be largely increased by means of storage reservoirs. After leaving Tulare the derricks of artesian well-borers can be seen on each side of the railroad in great numbers.

Tipton is a small station of no very great importance, except from the fact that it is the shipping point for sheep, which are raised in great numbers in the surrounding country. Seven miles to the west lies Tulare Lake, which is quite a large body of water, being thirty miles long by twenty-five miles wide, and abounding in fish and water fowl. Tipton is surrounded by a good agricultural country, and enjoys its full measure of prosperity. (Population 400. Distance from San Francisco, 262 miles. Elevation, 267 feet.)

Beyond Tipton are to be seen great numbers of windmills, used particular for the work of irrigation. Immense groves of eucalyptus, or blue gum trees can be seen from the train. Pixley, Alila, Delano, Poso and Lerdo are small stations of minor importance. We cross the Kern River between Lerdo and Bakersfield.

Bakersfield is the county-seat of Kern County, situated at the junction of the two forks of Kern River. The town has the usual complement of public and private buildings. It is surrounded by an exceedingly fertile country. Fourteen miles southwest is Kern Lake, seven miles long by four wide, while six miles farther is Buena Vista Lake, a somewhat larger body of water. Irrigation has been brought to great perfection in this county, there being seven hundred miles of irrigating canals within its limits, the largest having a width of one hundred feet and a length of forty miles. Twenty-five miles southwest of Bakersfield are the Buena Vista Oil Works. This oil region, eight miles long by three wide, only needs development to become an exceedingly valuable property. Bakersfield has, as may be seen by the above, a most productive country surrounding it. (Population, 2,500. Distance from San Francisco, 314 miles. Elevation, 415 feet.)

Caliente. This station is at the entrance to the famous Tehachapi Pass, and is located in the embrasure of a deep and narrow cañon, up which the train takes its difficult way. This is a shipping point for freight from interior points delivered to the road by wagons. It is also quite a stage station, stages leaving



THE LOOP

Caliente for Basin, Havilah, Hot Springs, Weldon and Kernville. **(Population, 50.** Distance from San Francisco, 336 miles. Elevation, 1,290 feet.)

The Famous Loop,
TEHACHAPI PASS.
Distance from San Francisco, 352 miles.
Length of Loop, 3,795 feet.
Altitude of Tunnel, 2,956 feet.
Altitude of Crossing, 3,034 feet.
Altitude Gained, 78 feet.

The twenty-four miles of journey up and down the Sierra Nevadas, at the point where the railroad makes the passage of this range dividing the broad valley of the San Joaquin and the desert of Mojave, is a most remarkable experience, and brings before our eyes the wonderful triumph of railway engineering skill. It is alleged that three civil engineers of great reputation first undertook to survey a passage through these peaks and crags, and, after repeated attempts, declared the route impassible. A boy of twenty took up the work where his elders had forsaken it, and this miraculous railway path over and through the mountains is the result. Concerning this famous pass, Mr. E. McD. Johnstone writes graphically as follows: "As the Sierra Nevada and Coast Ranges in the north culminate in the great peak of Shasta (41° 24′), so in the neighborhood of Tehachapi Pass (35°) these two great chains blend their distinguishing features of fern slope and icy crag, and are lost in an inextricable mass of jumbled up peaks of every conceivable form and variety. Although nature has reared no such colossal masterpiece as Shasta in the welding of her great rock bands in the South, she has managed to throw up her earth-works in a manner so impregnable as to seemingly defy the art of man to penetrate. The physical features of this Tehachapi country (the lowest pass being 4,000 feet altitude) seemed to, and did for a time, baffle the shrewdest engineers, but, finally, the track, by doubling back upon, and crossing itself, by climbing, squirming and curving, resulted in a success and gave us one of the most famous and dextrous pieces of railroad engineering in the world."

Tehachapi Summit. The station at the summit of the pass is at an elevation of 3,964 feet, and is the highest point on this extension of the line. Sheep feed on the grass, which is abundant in the valleys and gulches which surround the station.

Descending to the Desert. For several miles the train rolls along on a level plateau on the summit of this range before the descent to the Mojave Desert is made. A small salt lake is passed, where abundance of the chloride of sodium, that important article of commerce, can be shoveled up from the bed of the lake, it being entirely exposed during the summer by the evaporation of its waters.

Cameron is a small station passed about midway between the summit and Mojave, at the base of the range

Mojave is on the edge of the desert of the same name, and the water used s brought in pipes from Cameron, a distance of ten miles. This place is the junction of the Atlantic and Pacific Railroad with the Southern Pacific. (Population 300. Distance from San Francisco, 382 miles. Elevation, 2751 feet.)

The Mojave Desert. A desert isn't as a general rule much of an object of interest to travelers, especially to those who have made the transcontinental journey and experienced the monotony of the deserts of Utah and Nevada. However we must say this, that we found many things to interest us while traversing the famed sand wastes of Mojave. In the first place there were the giant **Cacti or**

Yucca Palm, a sight novel to our eyes, and peculiar in and of itself. This cactus grows to the size of a tree, reaching an average height of twenty-five feet, and attaining very often that of fifty feet. Its diameter is often that of two feet, and sometimes even greater; with its spreading club-like branches, its trailing bark and peculiar form, the Yucca Palm is indeed an interesting feature in the landscape. Another attraction is the peculiar form of the buttes, which rise from the desert sands on every side. Varying in height from two to five hundred feet, grooved and channeled by the elements, they give variety and interest to the landscape. One must not neglect to mention the mirage as a third element of variety. We do not remember ever to have seen more complete or deceptive mirage effects than those of the Mojave Desert.

Rosamond, Lancaster, Acton are desert stations of small interest. The Solidad Mountains tower to our right as Rosamond is passed, and we later on make our way through this range by means of what is known as the Solidad Pass, reaching an altitude of 3,211 feet.

Newhall. This station is not very large, but boasts a large hotel, capable of entertaining one hundred and fifty guests From here may be plainly seen the San Fernando Mountains, exceedingly perpendicular, and rising to an altitude of three thousand feet. These mountains could not be passed until a tunnel six thousand nine hundred and sixty-seven feet long had been made.

In this vicinity are oil refineries producing about five thousand barrels of oil per day. The oil fields are but a short distance from Newhall.

San Fernando Tunnel. From Newhall we ascend the grade through cuts until the tunnel is reached. The grade is one hundred and sixteen feet to the mile, and as we approach from the north in the tunnel, it is thirty-seven feet per mile, the grade on the south from the exit is one hundred and six feet, while the elevation of the tunnel is one thousand four hundred and sixty-nine feet.

San Fernando. The valley of San Fernando bursts on our vision as we emerge from the tunnel, a land of orange groves and olive trees, the very opposite in character from the arid waste we have just left behind us. The town of San Fernando is quite a place, and growing daily in population.

Through cultivated fields, past suburban residences we roll, pausing for a moment at Burbank, only eleven miles from Los Angeles. Beyond this place we journey through villages *de facto*, *de jure* or *in futuro*. There are plenty of lot stakes, and the suburbs of Los Angeles will certainly be wide spread, if they ever cover the ground now laid out.

LOS ANGELES.

The Metropolis of Southern California.

A City of Tropical Magnificence.

The valley of the San Joaquin has been passed, the heights of Tehachapi have been scaled, the desert of Mojave has been crossed, and we are here at last! From our cheery heights, as we approach the town we gaze on a scene of entrancing beauty. Mountain-girdled, garden-dotted city, lying on the slope of the San Gabriel Mountains, and watered by streams from the heights above, one hardly knows whether to call it a city of gardens and groves, or an immense grove and garden sprinkled with palaces and delightful homes. Health and prosperity seem to have made themselves the presiding Deities of the place. We gratefully decide that we have arrived at a point where it were well to let the train, like the busy world it typifies, pass on and away, while we rest in this paradise—a home indeed fit for the angels—and while we bask in its sunshine, gaze at its mountain peaks, catch glimpses of the ocean, breathe the fragrance of

its roses and geraniums, or listen to its mocking birds and nightingales, we unite many a time and oft in thanks to the kindly fate which led our steps to Southern California and the City of the Angels. There is no city whose growth can be compared to Los Angeles—in fact, no city west of the Rocky Mountains can boast of such rapid improvements. Thousands have come to Southern California simply to pay a visit, but soon become charmed with its wonderful climate and beautiful surroundings, so much so that they conclude to remain permanently in this land of sunshine and flowers. A great deal has been written of this section, but the half has never been told. With the greatest climate in the universe, the richest and most inexhaustible soil, the vast amount of valuable land in and around Los Angeles, it is no wonder that her present condition is so prosperous. The beautiful avenues extending away to the foothills on the east and to the ocean on the south, the orange groves within her corporate limits, the magnificent public and private buildings all tend to make the Angel City a place of wonder. Main street, the principal street in town, is the dividing line for east and west, First street the division for north and south. The wholesale houses are scattered along Los Angeles, Commercial, Aliso and Requena streets, while the large retail establishments are to be found on Spring street, which is to Los Angeles what State street and Wabash avenue are to Chicago. The entire city south of First street is paved with concrete pavement, north of First being laid with Belgian blocks. There are many beautiful parks within the city limits, and the ocean can be reached in a trifle over an hour's drive.

It may be stated that the much-abused word "climate" has doubtless been a powerful factor in producing grand results. Furthermore, the fact that hundreds of those who were deemed hopeless invalids on their arrival here are to day enterprising, energetic and successful capitalists, merchants, manufacturers, farmers and orchardists, attesting the effects of this sun-kissed land and health-renewing climate on the human system; and so long as there are any sufferers from the blizzards, cyclones and other life destroying elements east of the Rocky Mountains, just so long will Southern California, and Los Angeles in particular, continue to receive thousands annually of the best citizens of the republic, until it becomes the most densely populated portion of the United States.

Los Angeles is reached by the Southern Pacific R. R. in nineteen hours from San Francisco — distance, 482 miles — or by steamer. It is a most beautiful city, of 60,000 people, is growing rapidly, and is a commercial point of much importance, as well as the center of an agricultural paradise, it being the principal city between San Francisco and Kansas City on the transcontinental line formed by the connection at Deming or El Paso. It is also the largest city between San Francisco and San Antonio, Texas, by the great "Sunset Route," now open to the Gulf of Mexico. The city has many elegant buildings, wide, clean streets, with horse, cable, and electric railways. A day's ride over the lovely country surrounding Los Angeles, through miles of long, straight avenues of orange trees and thousands of acres of grapes, seeing every kind of semi-tropic fruit growing side by side with the more hardy fruits, both being in the greatest profusion and of the finest quality, will convince the traveler from almost any part of the earth that here is surely the paradise of America, if not of the world.

No city in the United States has improved so rapidly within the past few years as Los Angeles. Since 1887 opened, nearly every one of the principal business streets have been paved with Belgian blocks, and the main residence thoroughfares with concrete, thus making a drive equal to any avenue in the Union There are no improvements which have been of more benefit to Los Angeles than that of pave-

IN THE SEMI-TROPIC ZONE. LOS ANGELES.

ment. The immense amount of daily traffic necessitated this movement, and there is scarcely a block within the corporate limits which is not in proper condition. Curbing has also received its share of attention, while the cement sidewalk is becoming universal. The city has an almost perfect sewerage system, which requires an outlay of nearly $750,000. Since January 1, 1887, the Sixth Street Park, bounded by Fifth, Sixth, Olive and Hill streets, has been thrown open to the public, and is in keeping with the many fine residences that surround it. The Second Street Park, situated near the terminus of the cable line of railroad, is a very inviting place, and receives its share of Eastern visitors when viewing the many improvements around Los Angeles.

Los Angeles is essentially a land of schools. The public, high and normal schools are supported by State taxation, and their doors are open to all. Besides, there are numerous universities, colleges and academies. The majority of children, after obtaining an education in the public schools, by force of circumstances are compelled to take up the battle of life for themselves; but to those who thirst for deeper draughts at the fountains of knowledge, the higher schools await them.

The University of Southern California is under the auspices of the Methodist Episcopal Church, and was established by Rev. O. S. Frambes in 1876. In 1880 it was incorporated under the State laws, and was the recipient of a large tract of land in the southwestern corner.

Los Angeles to Santa Barbara. There are two routes by which Santa Barbara may be reached from Los Angeles. One by water, via San Pedro, and the other by rail, via Saugus. A pleasant way for one with time at his disposal is by water. In order to make this trip the tourist takes the train of the San Pedro Division of the Southern Pacific Company at Los Angeles, and is soon rolling rapidly along to the southward through orange groves and vineyards, which abound along the entire course, but are especially noteworthy in the suburbs of Los Angeles.

Florence. This pretty town, embowered in an abundance of shrubs and fruit trees, is surrounded by well cultivated and fertile fields. Here the line branches, the San Diego Division extending to the left. (Population, 800. Distance from Los Angeles, 5 miles. Elevation, 151 feet.)

Compton. This is the largest town on the division between Los Angeles and San Pedro. It is in the heart of an extremely well cultivated and productive fruit belt. Grapes, citrus fruits and berries grow in great abundance. The yield is extraordinary and is especially true as to small fruits, such as blackberries, strawberries, raspberries, etc. (Population, 900. Distance from Los Angeles, 10 miles. Elevation, 76 feet.)

Ten miles beyond Compton evidences of our near approach to the grand old ocean begin to appear. Salt marshes begin to make their appearance and the fertile soil gives place to stretches of shifting sands.

Wilson's College. This is a Protestant institution of learning, eighteen miles distant from Los Angeles, situated on the site of the old Headquarters of the United States Military Department for Southern California and Arizona, which was abandoned about twenty years ago and sold to private parties. About a mile beyond the college, the junction for Long Beach is passed and San Pedro the railroad terminus is soon reached.

San Pedro. This is one of the largest and best harbors between San Francisco and San Diego. It has over a mile of docks, with between eighteen and twenty feet of water at low tide. Ships receive and unload freight to and from the railroad cars direct, though from some ships of great tonnage the freight is taken by means of lighters The government has improved the harbor to a great

extent and the results have been fully commensurate with the expense incurred. The commerce of San Pedro is quite extensive, sometimes as many as twenty ships can be seen riding at anchor, or tied up to the wharf busily engaged in loading or unloading freight. Great quantities of lumber are shipped to San Pedro from points on the coast as far as two hundred miles north of San Francisco and all nations are represented during the year by ships in this harbor hailing from every part of the world. Coal comes here from the upper coast and from England and in the case of English vessels a cargo of grain is taken back. The history of San Pedro dates back to the earliest settlement of California, but as a port of any importance its growth began less than ten years ago. Before that time it was merely an open roadstead and lighters carried all freight to and from Willmington.

Point Fermin. This point is marked by a lighthouse of the first class and is one of the most conspicuous headlands on the western coast. It lies to the west of San Pedro and is reached by stage road around the beach, a distance of six miles, or by boat directly across the cove.

Santa Catalina Island. This mountainous island looms up to the southwest at a distance of twenty miles to sea. The island has become a favorite resort for excursionists and sportsmen. The trip to Catalina Island and return from San Pedro can be made for $2.00 and is well worth the visit.

San Clemeth Island is still further to seaward, faintly outlined against the sky at a distance of fifty miles. On this island great flocks of sheep and goats are allowed to range at will.

San Pedro to Santa Barbara. The tourist takes one of the steamers which ply regularly between San Francisco and San Diego and, after a most enjoyable and interesting trip, finds himself at Santa Barbara, "*The Peerless.*"

SANTA BARBARA,
"THE PEERLESS."
An Ideal Home under Sub-Tropical Skies.

In the short space of two years, from January, 1887, to January, 1889, a number of events crowded together have practically changed the entire aspect of the city. At the beginning of the period, Santa Barbara was a quiet country town of great possibilities, it is true, but of very limited actual importance. It was shut off from the rest of the world, and quite contented that it should be. No changes of great moment had taken place in the town for years and there was but little prospect that any were very soon to be realized. The marvelous advance which was being achieved by the rest of the southern part of the State showed but little signs of appearing here. People came and visited and went away, but the idea of Santa Barbara as a good place for business undertakings or for investment rarely entered their heads. Now after a brief space of time, during which the natural forces of American enterprise and the genuine merit of its situation have been allowed full play, the city of Santa Barbara finds itself a different being. Many of the old conditions still remain, some of the changes are far from complete; but those who see beneath the surface appreciate that there has suddenly come into being a new Santa Barbara with a gratifying present and a splendid future. The great event in its history, so important that it overshadows all the others, was the arrival of the railroad. Since the Southern Pacific first pushed its way into this part of the State, it has been merely a question of time when it would enter this quiet valley. On the 19th of August, 1887, the event took place, and the first train of passenger cars entered the city, bringing hosts of visitors from all parts of the State. A jubilee celebra-

tion hailed the advent of the power that was to bring progress and improvement to Santa Barbara. The company immediately set about building a suitable passenger station, and before the year was ended the railway connection had become in every sense an accomplished fact. After making its way into the city, the road proceeded along the coast, passed Goleta, and by the end of the year trains were running to Elwood, twelve miles farther north. The locality where the road enters the city, was formerly a sandy desert and is now alive with shops, freight buildings and cottages. Exact statements with regard to passenger and freight traffic are not obtainable; but the confidence which this corporation has in its Santa Barbara connection is evinced by its purchase of more than three-quarters of a million dollars worth of property in and around this city. That the advent of the Southern Pacific Company to Santa Barbara has given a new impetus to trade and rapid advancement, none will deny.

Santa Barbara county extends along the coast of California seventy miles, and is thirty-five miles in width, and has a million and a half of acres of land. It contains a population of about 30,000 and has made a gain of seventy-three per cent. during the past seven or eight years. The city is beautifully laid out with newly macadamized streets, It has electric lights, lines of street cars, telephone facilities, and everything metropolitan. It is justly termed "*The Newport of the Pacific*," with a climate unequalled for the prolongation of life, beauty and health.

"Where the coast line trending eastward,
Bending eastward, inward, southward
Forms a bay of wondrous beauty,
In a quiet, peaceful valley
Lies a peaceful, quiet hamlet—
Santa Barbara the peerless:
Peerless in her genial climate,
In her skies so clear and cloudless;
Peerless in her sheen of sunshine,
Peerless, having sea and mountains,
Shadowy cañons, mystic islands,
Hill and valley, grove and meadow."

Malarious diseases are unknown. In fact, there are no endemic or epidemic diseases whatever The relative humidity of the air averages seventy degrees. The average rainfall for the past few years was seventeen inches. Roses—and such roses!—bloom in the open gardens, without shelter, the whole year round, without irrigation. The city of Santa Barbara and its suburbs contains about 10,000 people. In the course of the winter it is visited by thousands of tourists from the East, which causes it to present a more metropolitan aspect than many cities five times its size. During the summer months come the visitors from San Francisco and the northern part of the State, so that at no time in the year is Santa Barbara lonesome. Horseback riding, surf-bathing, driving among the cañons and getting the views from the foothills, or merely dreaming away the hours in the calm enjoyment of the delicate atmosphere, the visitors experience no difficulty in passing the time. Santa Barbara has a future as interesting as the past has been. It is probably not destined to achieve great commercial importance. It does not expect to rival San Francisco, nor compete with Los Angeles for the first place in the southern part of the State. Through its harbor, which is one of the most perfect on the coast, it will receive a steadily increasing quantity and variety of imports; and as the port of a rich and productive region, it must transact a considerable amount of business. But the true future of Santa Barbara lies in the manifold advantages which it possesses over other places on this favored coast, as a place for homes and villas. Not only in the town itself but in the val-

OLD MISSION CHURCH AT SANTA BARBARA

leys and among the foothills are many perfect sites, where, surrounded by a few acres, which a little care will transform into a garden, the happy proprietor spends his days in peace and calm contentment.

The Old Mission. A visit to Santa Barbara is not complete without a meditative stroll through the old mission, the history of which is pleasantly given by Mr. E. McD. Johnstone in his delightful book "By Semi-Tropic Seas" as follows: "This of Santa Barbara is the best preserved of all the old missions, and has had, perhaps, the most notable history of any. Its presidio, or military garrison, was founded by Father Junipero Serra, on April 29, 1782, but it was not until the 4th day of December, 1786, on the celebration of the feast of Santa Barbara, virgin and martyr, that the cross was raised and the mission founded. A few days after, the Rev. Father Lasuen celebrated mass and preached from a hut or booth made for the occasion. The territory under control of this mission included all the arable lands from the 'Rincon' west to Point Conception, and from the mountains, on the north, to the sea. The greatest prosperity of the mission was reached about 1812. The unjust demands continually made upon it by the Spanish government, and later by the Mexican, greatly weakened its resources, and, finally, by the secularization act and the withdrawal of Mexican protection, the destruction of this property, as far as its primal object was concerned, was complete. The immediate property of the mission was leased in 1845. In 1852 it was organized into an independent Franciscan convent or college. In 1885 this college, the titular of which was the Blessed Virgin of the Seven Dolors of Santa Barbara, was annexed to the Province of the Sacred Heart of Jesus of the U. S. A."

By Rail to Los Angeles. As a pleasant variety the tourist can make the return trip from Santa Barbara to Los Angeles by rail, taking the Ventura branch of the Southern Pacific Company, which forms a junction at Saugus with the main line from San Francisco. Leaving Santa Barbara with a sigh of regret, for here, if anywhere, a man could live peaceful days, we pass through groves of verdure and are soon skirting the ocean with towering cliffs to the landward, which in places have been blasted away leaving space for the railroad to pass. The scenery is charming and the mind is pleasantly engaged until the train pauses at a handsome station building, which is the depot for

Ortega. This is a town of expectations and few buildings. The situation is a charming one and there seems to be every reason to believe that ere long a town worthy of the beautiful natural surroundings will be established. (Distance from San Francisco, 521 miles. Elevation, 77 feet.)

Carpinteria. This is a picturesque little town surrounded and encroached upon by orchards and vineyards. Many of the residents are of Spanish origin, as Carpinteria dates back to the early settlement of Southern California and was one of the original mission towns. (Population, 300. Distance from San Francisco, 517 miles. Elevation, 8 feet.)

San Buenaventura. The city of San Buenaventura, since the advent of the Southern Pacific Company, has made progressive strides. It is a beautiful, old, ex-Spanish town, with 3,000 population, and is the county seat of Ventura county. It is beautifully located upon the seashore, just at the point where the Ventura river breaks through the sand into the sea. There are not many costly or elegant residences, but rather more than the usual proportion of neat, cosy homes. The same thing is true of the business blocks, and the town has its full complement of stores and shops of all kinds. The streets have solid concrete walks and tile sewerage throughout the town. It is well lighted with gas, and has very

efficient water-works. The hotels are good and well patronized. There are the usual number of churches, schools and fraternal organizations. The town is lively and a large volume of business has always been transacted. The climate is delightful and life here must be a continual delight.

"And oh! the balmy air 'tis bliss to breathe,
As through the mountain gap steals the fresh breeze,
Tempering the fervid summer's noonday heats
With the gentle breath of mild Pacific seas."

San Buenaventura has until within a comparatively recent date, been, in a measure isolated from the great centers of trade, not only of California but of the world; but now that the Southern Pacific Company has been built through its confines, it has entered upon an era of unexampled prosperity. The road enters the southeastern part of the county by the way of Newhall, and extends to the coast at San Buenaventura, tapping a tract of country that for fertility cannot be surpassed Los Angeles is but a few hours' ride distant; and the varied products of this section find a ready market. (Population, 3,000. Distance from San Francisco, 500 miles. Elevation, 45 feet.)

Fertile Valleys. The great Santa Clara of the South is celebrated for the fertility of its soil, mildness of climate, and healthfulness of its people. It was this valley and its tributaries that enabled Ventura county at the Mechanics' Fair at San Francisco, in 1885, to carry off the first premium for the most extensive and varied exhibit of farm products. The valley extends nearly east and west across the county, and is traversed by the Santa Clara river, fed by numerous tributaries, as the Castaic, Piru, Sespe and Santa Paula. At the upper or east end is the San Francisco ranch, which includes the wheat-growing ranch of the Newhall Brothers, and the Camulos with its orange and olive orchards, wine-cellars and old vineyards, made famous by Mrs. Jackson, who wrote a part of her celebrated book, "Ramona" at this place. San Francisco ranch contains about 12,000 acres; the Sespe ranch 8,000, well adapted for citrus and deciduous fruits; the Saticoy Rancho, 17,000 acres; Bardsdale, a 2,000-acre colony; thence southerly, the Colonia rancho of 45,000 acres, level as a floor. Intervening is the Rancho Santa Clara del Norte, of 13,000 acres. Next there is the San Miguel rancho, of 5,000 acres—an immense corn, bean and grain field. When we have passed through this rancho, en route for Los Angeles, we are in the Ex-Mission, the grant upon which is located the beautiful and thriving palm city, San Buenaventura. This rancho includes about 48,000 acres, mostly hill lands, lying north of Santa Paula and Saticoy. Among its hills are some beautiful tracts, well wooded and watered. In this great valley the Santa Clara of the South, a large population can be sustained. Its wonderful resources, climate and scenery attract the attention of home-seekers.

The Ojai valley is a great amphitheater, whose walls are mountains rising like citadels in all directions. Overlooking the whole is Mt. Topo-topa, rising to a height of from five to six thousand feet, and coming out in springtime from the snows of untold winters as fresh and beautiful as ever. The drive to lower Ojai is exceedingly inviting, being an easy grade along a clear, beautiful stream alive with trout. In many places the road is arched with sycamore, oak and other trees, festooned with hanging mosses and vines, and made vocal by the songs of birds. In the valleys the air is soft and balmy as that of the island of Atlantis of fabled story. They are the resort of invalids and pleasure-seekers, who receive the best attention and care at a very moderate price.

Montalvo is another prospective city, with great beauty of situation,

really a suburb of San Buenaventura, but no great business interests at present. (Distance from San Francisco, 495 miles. Elevation, 89 feet.)

Saticoy. This pretty little town is situated in the midst of a fruit, grain and vegetable growing region. Population, 300. Distance from San Francisco, 491 miles. Elevation, 146 feet.)

Santa Paula is one of the leading towns in Ventura county and is fifty miles north of Los Angeles. It has a growing population and is located in the center of the beautiful Southern Santa Clara valley, which has the most productive soil in the world, producing anything that mother earth can bring forth. Grain, corn, beans and tropical fruits are raised in abundance, and are unsurpassed in quantity and quality. There is one orange orchard near the town consisting of one hundred acres, which is the finest we ever saw.

For climate and health, Santa Paula and its surroundings are unexcelled. The water supply is abundant from cooling springs in the near mountains. The fine gardens of vegetation and flowers ripen and bloom the whole year round. In fact, it is a land overflowing with milk, honey—and oil.

Santa Paula is the headquarters of the oil regions of California. The most extensive Petroleum Oil operations are on the Rancho Ex-Mission, situated along the south side of Sulphur Mountain, beginning about four miles northwest of the town and extending in a westerly direction eight miles, these wells are owned and operated by a company which is incorporated with a capital stock of $1,000,000. This company has been most successful in its development, having a daily production of about 1,000 barrels from the many wells and tunnels. The region is a network of pipe lines conveying the oil to Santa Paula, Ventura and Hueneme. The largest well produces about 300 barrels daily. The next most extensive oil developments in this region are located at the Sespe, owned and operated by the Sespe Oil Company, with its office at Santa Paula. The company has a capital stock of $250,000. The production of the region is about 275 barrels daily, which is piped to Santa Paula. These two companies keep a large force of men constantly engaged in drilling new wells, and thus the production is being constantly augmented. No industry in the Golden State promises better results than its oil developments, and nothing is more beneficial to Ventura county, and to Santa Paula in particular. With an abundance of cheap petroleum for fuel, no section offers better advantages for manufacturing purposes. (Population, 1,200. Distance from San Francisco, 483 miles. Elevation 286 feet.)

Camulos. This picturesque hamlet has been made known to the world of book readers as the home of "Ramona." The scenery surrounding it is of the most attractive character. The San Fernando mountains are on the south, the foot-hills of the Sierra de San Rafael on the north, the Santa Clara river flows through the sylvan valley that lies between. On its margins are clumps of willows and groves of wide-spreading sycamores, and near where its clear waters run by the old homestead, may be seen the "artichoke patch," and the "flat stone washboards, on which was done all the family washing." The house, as described by Mrs. Jackson, was "one of the best specimens to be found in California of the representative house of the half barbaric, half elegant, wholly generous and free-handed life led there by Mexican men and women of degree in the early part of this century." The foot hill pasture lands, the sheep corrals, the vineyards, olive groves and orchards, the old Chapel, etc., etc., are all to be seen quite as really as they are described in this interesting book. Mrs. Jackson's descriptions of Southern California scenery are exceedingly fine, and it is not a matter of wonder that she chose this beautiful spot as the home of her charming Ramona. Camulos presents

opportunities for the establishment of ideal homes in the heart of ideal scenery. (Population, 150. Distance from San Francisco, 463 miles. Elevation, 286 feet.)

Saugus. Junction of the Ventura Branch with the main line. Our journey from here to Los Angeles has already been described.

From Los Angeles to San Diego. The trip from Los Angeles to San Diego abounds in interest and if one obeyed one's inclinations and made a stop at all the attractive stations which intervene between the inland city and the city on the ocean side it would take an entire vacation to accomplish the one hundred and eighty nine miles of the journey. Leaving Los Angeles on the Southern California Railway at a comfortable hour in the morning, we are soon speeding through the suburbs of the City of Angels. It is difficult for us to tell just when we have passed beyond the confines of the city, because the country is so fully occupied by handsome villa residences and the suburban stations are of such frequent occurrence that one is puzzled to determine where the town ends and the country begins. Downey Avenue, Morgan, Highland Park, Gravanzo, Lincoln Park, South Pasadena, Raymond, Pasadena, Olivewood, Fair Oaks and Lamanda Park are all busy stations disposed within a distance of thirteen miles from Los Angeles. It is therefore not to be wondered at that the traveler is confused and at a loss to know just when he is "out of town." Beyond Lamanda Park the stretches of open country between stations begin to widen and one can look out of the window at least twice before another town appears in view.

Raymond. As this station is approached one sees on the right an aspiring hill adorned with handsome lawns, ornamental shrubbery, trailing vines and umbrageous trees. The summit of this hill is crowned by a massive and stately edifice that at once attracts attention and excites curiosity. On inquiry we learn that this is the Hotel Raymond and that here are entertained the hundreds of guests brought hither by the well known excursion managers, Messrs. Raymond and Whitcomb. This, however, forms but a small part of the patronage of the Hotel Raymond, for from its excellent management, beautiful situation and healthful location the hotel has become exceedingly popular. Of course there is a town-site here and, what is not always the case in this country of town-sites, there is a town as well, with the prospects of a city.

South Pasadena is a flourishing suburb of Pasadena and will soon be so merged into the parent town that they will be practically one and the same city.

PASADENA.

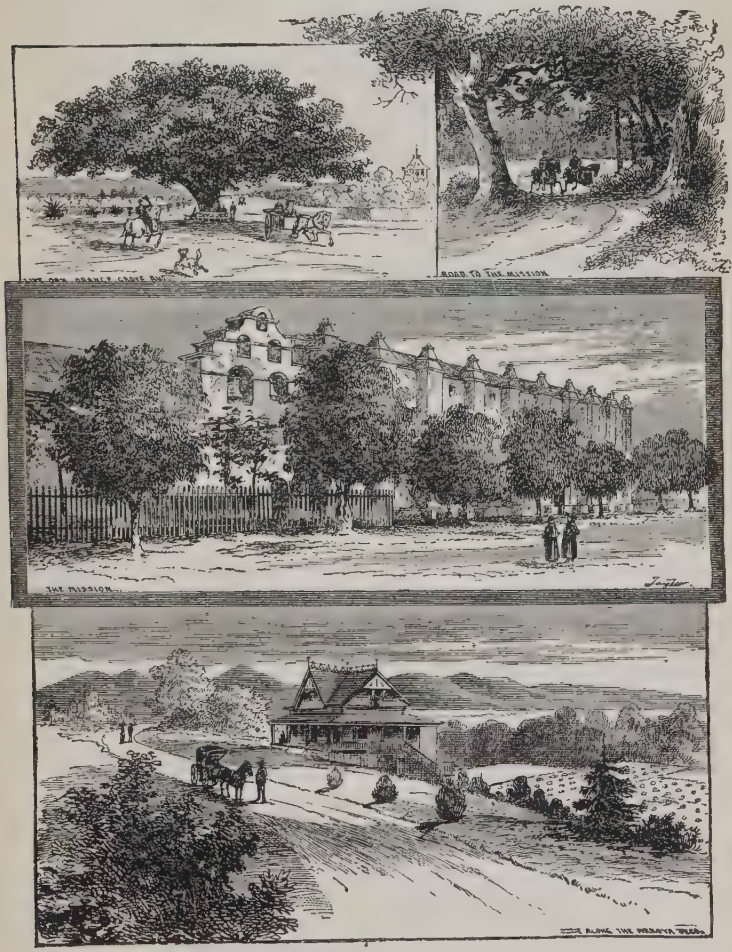
An Orchard City.

Beautiful for Situation.

A Delightful Health and Pleasure Resort.

One of the loveliest towns in the world lies before us as we enter Pasadena. From a sheep range in 1873 to the paradise of fruits and flowers and verdure which greets our eyes to day is a magic transformation. Yet such, in a word, is the history of Pasadena. The semi-tropical luxuriance of floral and arboreal growth which delights us here has sprung into existence within the marvelously short space of a decade and a half, and, nestling here among the orange groves and fruiting vineyards, is a city whose beauty of architecture is a glowing testimonial to the good taste, wealth and liberality of its residents. I know of no pleasanter or more interesting drives than those which may be taken along the broad tree-lined avenues of Pasadena. Within spacious enclosures on each hand may be seen elegant villa residences or splendid mansions surrounded by ornamental grounds of the greatest beauty. Palm trees, magnolias, century plants, fig trees, ancient live oaks, survivals of the days when this was only grazing ground for flocks and herds, pepper

trees, blue gums and an infinite variety of ornamental shrubbery, make these drives entirely novel, interesting and charming. The city obtains an abundant supply of water from the Arroyo Seco Cañon and the results of irrigation confront one in the wonderful groves of citrus and deciduous trees. Pasadena has a round dozen of churches, representing an expenditure of nearly half a million dollars. It has business blocks of metropolitan proportions, spacious and elegant theatres,



NEAR SAN GABRIEL AND PASADENA.

four banks, a score of hotels, large manufacturing establishments, canning factories, horse car lines, telephone system, electric lights,— in short, all of the modern conveniences. As a place of residence we know of no more charming city than

or October are constantly on the watch for winter. Finally a rain storm comes, drenching the earth, and a few weeks later the ground the length and breadth of the land is carpeted with flowers, form succeeding form, until color and variety, tint and hue, seem to have run riot; by this token you may know that the winter has come. The tops of the Sierras are clothed with snow, so near that you can see the snow blown high in air by the mountain's blizzard, so near that in two hours' ride you can go snow balling or tobogganing, yet here at Pasadena the ground is white with the blossoms of the orange, there is a carnival of flowers in every dooryard, and to the student who arranges his plants according to their altitudinal horizons, it is a puzzle. Here, in the same latitude as Wilmington, N. C., we find the banana, fig, pomegranate, guava, alligator pear, cocoanut, the fan palm, sago palm, cactus, the yucca, century plant, cork tree, the rubber tree, the olive, orange, lime, lemon, and a host of other tropical forms, yet it can not be a tropical climate, as side by side with these is seen every pine known from Norfolk Island to the shores of the Arctic Sea, firs, spruces; and as for fruits, we see the apple, pear, peach, apricot, plum, nectarine, all the small fruits, everything found in the gardens of New York State.

The seasons are difficult to understand. The summer mean temperature at Pasadena is 66.61 degrees; that of Mentone in the Riviera, 73 degrees; of Jacksonville, Fla., 81 degrees; of New York, about 73 degrees. Thus it will be seen Pasadena can not have remarkably warm weather. The summer, with the exception of one or two days, is not unpleasantly warm, and it is always pleasant and comfortable in the shade, while every night is sufficiently cool to require a blanket. Not a case of prostration from heat, not a squall or wind storm, seldom a thunder-clap or sign of lightning, and hardly a cloud in the sky; this is the record of the summer here. Every day is a pleasant one, and such heat as is experienced in New York City in the summer is never felt.

Three hundred and forty days out of the year will permit of continuous out-of-door life in the open sunlight, and at least half of the others may be enjoyed. This is the great secret. The country is the land of the open air, winter and summer, and the conditions of altitude and nearness to large cities allowing of all the luxuries and comforts add to its attractions.

Lamanda Park. We wish to do the tourist who reads this book a good turn, having his comfort and enjoyment at heart; therefore we advise him to stop at Lamanda Park and make his headquarters for a day, or a week, or a fortnight, in this delightful spot In the first place one can find here a home-like and comfortable hotel; in the second place, this is an excellent point from which to make radiating trips through the charming San Gabriel Valley or among the foot-hills and up the peaks of the Sierra Madre Mountains. Within an hour's drive are Sierra Madre Villa, the famous Rose Vineyards, Baldwin's ranch, where, besides miles of orange avenues are to be found, at Santa Anita, the stables made famous by the fast horses owned by the "bonanza king" Orange orchards, avenues of English walnut trees, lemon groves, vineyards, veritable forests of deciduous fruit trees and a tropic luxuriance of splendid floral beauties surround this place, which, though modest in size, is as we have said, a charming resting spot and a most convenient point from which to radiate in all directions and view either the grandeur of the mountains or the more quiet but none the less attractive beauties of the valley.

SIERRA MADRE VILLA

An Ideal Pleasure and Health Resort. In the Heart of Orange Groves, on the Slope of the Sierra Madre Mountains.

The fame of the Sierra Madre Villa is world-wide. On its shaded verandas congregate daily the most cultivated and intelligent people. It is not always the same company that gathers here, but it *is* always a company which it gives pleasure for one to meet. The class of guests is of the best, because the reputation of the Villa naturally attracts that class. This ideal pleasure and health resort is located on the southern slope of the Sierra Madre Mountains, fourteen hundred feet above the level of the sea. This elevation gives it complete immunity from the fogs of the sea and valley, and also gives a view of the most wide-horizoned beauty. Here we are only fourteen miles from Los Angeles, far enough away to escape the turmoil of the city, and near enough to enjoy all of its advantages. Theatre trains are run three or four nights each week, and one can go to Los Angeles by train at almost any hour in the day. The Southern California Rai'road passes within a mile and a half of the villa, Lamanda Park being the station. The views from the Villa overlooking the beautiful San Gabriel Valley, are a glorious panorama of rugged mountain ranges, extensive orange groves—in one of which the Villa stands—vineyards, and the distant ocean with its shadowy islands. Here is, indeed, an ideal home, with good food skillfully prepared, pure air and sparkling mountain water. With all these essentials for health, comfort and luxury, the tourist can not fail to enjoy his sojourn here. The fame of the Villa for its beautiful and healthful location, and superior accommodations, with all modern improvements for over one hundred guests, has become international. There are fine suites of sunny rooms, broad verandas, inclosed with glass to keep out chilly air if desired, a beautiful lawn, flowers, etc., and the most genial climate under the sun. Good roads and a beautiful drive from Los Angeles to the Villa. Eight trains daily leave Los Angeles from First street depot, all stopping at Lamanda Park, where the stage from the Villa meets all trains.

The San Gabriel Valley. The remarkable growth of the San Gabriel Valley of Southern California may be traced to a single imperishable feature — its climate. Towns and cities have appeared like magic; not the mushroom growth one expects and finds where a mining excitement has been the magnet, but towns which in completeness, architectural beauty, taste and culture of the people, will equal many in the East dating back fifty years or more. Ten years ago the San Gabriel Valley was, comparatively speaking, unoccupied. Several small towns, as Duarte, San Gabriel, Puente, were the chief centres, and the entire land was cut up into large holdings or ranches. To-day we find towns by the dozen larger than these pioneers, three lines of transcontinental railway, and one city, Pasadena, with a summer or permanent population of fifteen thousand persons, and a winter one ranging from twenty thousand to forty thousand. The San Gabriel Valley is about ten miles wide and thirty miles long. Upon the north are the California Maritime Alps — the Sierra Madre range — rising directly from the plains in a series of parallel ridges, in peaks from four thousand to fourteen thousand feet above the sea. To the west, spurs of the main range, the Sierra Santa Monica, the San Rafael and the Verdugo Mountains form a protective boundary, while to the south the Puente Hills rise, beyond which, faintly visible, twenty-five miles away, is the Pacific. The Valley is therefore completely environed on all sides, having absolute protection from prevailing winds from the north, in this respect again resem-

bling the Riviera of Europe. The presence of these mountains and cañons rising so abruptly from the valley gives to the locality a scenic charm difficult to describe, and for its peculiar charm the view of the Sierra Madre range at Pasadena is unequaled in this country.

Monrovia. This handsome little city has been christened by its admirers "The Gem of the Foot-hills," and, in fact, there is quite as much truth as poetry in the title. It has a most attractive site, commanding a comprehensive view of the San Gabriel Valley to the front, while the background is filled in with the massive range of the Sierra Madre mountains. The town has two lines of street railway and a motor line to Los Angeles. It possesses an elegant and costly hotel, furnished with all the modern improvements, handsome school-houses, first-class business blocks, fine private residences, and no saloons.

Duarte. This is one of the oldest of the settlements of the Valley and is surrounded by a country of great productiveness. Farming is a considerable industry and great quantities of corn and alfalfa, in addition to fruit, are raised.

Azusa is near the upper end of the San Gabriel Valley and is in the centre of the great ranch from which it takes its name. The stations now follow in quick succession until San Bernardino is reached. In fact the train never makes more than four miles advance without either stopping at a station or passing through one. To give the reader an idea of the frequent occurrence of these towns we append a list, with the distance of each from Los Angeles: Glendora, 27; San Dimas, 31; Lordsburg, 34; North Pomona, 35; Claremont, 36; North Ontario, 41; North Cocamonga, 45; Etiwanda, 47; Rialto, 57, and San Bernardino, 60. One of the most marvelous things connected with this journey of sixty miles from Los Angeles to San Bernardino, aside from the marvels of nature, is that for an average of every three miles of the journey there is a station and that at many of these stations there are considerable towns and at several of them thriving cities.

SAN BERNARDINO,

Manufacturing and Mercantile Centre.

—

A Beautiful Residence City.

At San Bernardino we stop for dinner and change cars, taking the Southern California Railroad for San Diego. The station is a large and spacious building, admirably fitted for the purposes to which it is dedicated. The city of San Bernardino lies in a most beautiful and fertile valley. The county embraces 23,476 square miles, and contains not only some of the finest farming land, citrus and deciduous fruits of countless varieties, but also rich mines, and many mineral springs and health resorts. The scenery is magnificent and varied, the mountains abound in timber, and game is plentiful. The climate is superb and invigorating. The city of San Bernardino is situated in the centre of a valley one mile square and has a population of 10,000, and is rapidly increasing in size and wealth. Among other notable buildings are the finest brick grammar school in Southern California, a court-house which cost $40,000; the Stewart Hotel, costing $125,000; an opera house, an excellent hospital, and churches of all denominations. There is an abundance of artesian water. Three lines of railroads cross the county—the Southern Pacific, through Los Angeles and Colton, to Yuma and Arizona, and the Southern California from San Diego, through San Bernardino to Bar tow, where it connects with the Atlantic & Pacific; and the Southern California Railroad, which runs on a straight line between the two cities. There is also the Valley Railroad, from the city to Gladysta, Lugonia, Redlands and Mentone, to the west line of High View.

A motor road also runs continuously between this city and Colton, a distance of three miles, and the San Bernardino & Redlands Motor Road to Redlands and Lugonia via Victoria and Old San Bernardino orange groves. Also the San Bernardino & Arrowhead Narrow Gauge to Arrowhead Hot Springs. Street cars are running to all parts of the city. Building material is abundant and cheap. Among the varied products that attain perfection here we may mention oranges, raisins, wines, fruits and flowers of all kinds, alfalfa, corn and barley, while gold, silver and borax are found in large quantities in the near mountain ranges.

A Fertile Valley. The county of San Bernardino is the largest in California, and includes within its limits the valley of the same name. It contains much land which is now lying fallow, but which will in time be irrigated and made very productive. In its southwest corner are several large valleys well irrigated and of unusual fertility. Within them are long stretches of almost level plains, from which the gently undulating mesas gradually rise until they reach the foothills. The lower level lands are sufficiently moist to grow alfalfa, corn and vegetables, without irrigation; and the soil is mainly a black sandy loam. The higher lands become more sandy, while the foothills contain the gravel washings from the mountains. These higher lands grow vines and deciduous fruits with the natural moisture; oranges and lemons alone require artificial irrigation. The higher lands are better for deciduous fruits, the mesas or table-lands for citrus fruits, the lower lands for vegetables and general farming. There are some immense vineyards in the country, and a vast quantity of excellent wine is made. After a barley crop is harvested, it is succeeded on the damp or irrigated lands by a crop of corn. Alfalfa yields well and is cut from three to seven times in the season. About two tons are taken off each acre at a cutting. The heavy black loam of the mountain sides grows exceptionally fine potatoes. Vegetables and edible roots of all kinds attain an enormous growth in the valley. Besides the semi-tropical fruits, all those of more northern latitudes can be raised. These valleys surpass any others in the southern part of the State in the matter of an abundant supply of water for irrigating purposes. The Chino Ranch and Ontario lands are in this county.

Colton. This live town is at the crossing of the Southern California and the Southern Pacific railroads, and an unusually handsome station and large hotel are to be seen here. The town is only four miles from San Bernardino, and the time is not far distant when they will be one city. The citizens of Colton are enterprising and liberal, and as a result the town is making rapid and large improvement. Canning factories are established here, and the shipments of prepared fruit and fruit in its natural state are something extraordinary. The surrounding country is of unsurpassed fertility, and a drive of half a day through the never-ending groves of orange trees and in the midst of most entrancing scenery will convince one that Colton has every requisite for becoming a large and flourishing city. It is surely a most delightful place of residence.

East Riverside is the station for Riverside, reached by a branch line.

South Riverside, on the Southern California Railway, 15 miles southwest of Riverside, is remarkable for the beauty of its situation and the symmetry of its design. The projectors of this delightful town had original ideas and the townsite is exactly circular in form. Fruit raising is one of the leading industries, while manufacturing is receiving a great deal of attention and has already been firmly established here.

VIEW IN SAN ANTONIO CANON. ONTARIO, CAL.

RIVERSIDE.
The Orange Grove City of Southern California.

Washington has been wittily denominated "the city of magnificent distances," but here in Southern California we have found a city equally as deserving of that characterization. Riverside manages to cover twenty-five thousand acres, and this great extent of territory has upon it between three and four thousand inhabitants. But did ever anyone behold a more beautiful sight than this orchard city, reclining in the midst of orange groves, its magnificent avenues lined with ornamental trees, among which the oriental palm is most conspicuous, its artistic villa residences surrounded with grounds in which the care of the landscape gardener, can be seen, its fine business blocks of brick and stone, its handsome hotels and its surrounding vineyards making it a perfect bower of beauty.

Resuming our journey on the main line from East Riverside, we pass through Box Springs, Alessandro and Perris, which latter place is situated on the San Jacinto River, which empties in Lake Elsinore, some twelve miles farther on. The country has become more rugged, for we are now skirting the San Jacinto hills. We pass through deep cuts and around projecting spurs, and finally enter a very pretty cañon, emerging from which we pause at Elsinore on the margin of

Lake Elsinore. This is a lovely little sheet of water, cradled in the highlands, with a bold mountain range to the west. The lake is four miles long and about half a mile wide, and forms a charming feature in the landscape.

Wildomar. At the foot of Elsinore Lake is Wildomar. This town has a very picturesque situation, and considerable expense has been incurred in planting trees, grading the streets, and bringing water in pipes from the adjacent mountains. It has schools, churches, good business houses and a population of about two hundred.

Murietta. This is a regular meal station, and on that account is of interest to the traveler. It is situated on the Margurita ranch, which comprises 208,000 acres of land, especially and solely adapted for grazing. San Margurita Creek flows through the town, and the railroad follows this stream for thirty seven miles, and then, over the brow of a rolling mesa to our right, the great Pacific Ocean bursts on our view.

Ocean Side. This thriving town of a thousand inhabitants has a commanding situation on a mesa two hundred feet above the level of the ocean. From this point of view the coast line can be followed in either direction as far as the eye can reach. Here there is one of the finest hotels (The South Pacific) on the coast, and here great improvements have been inaugurated by the enterprising citizens. The accommodations for sea bathing are most complete, and Ocean Side is sure to become an exceedingly popular pleasure resort. Between Ocean Side and San Diego, a distance of forty-seven miles, there are just a "baker's dozen" of stations. At some of them one can see hotels of the most imposing size and beautiful architecture, a house or two, and thousands of lot stakes, but no great showing of business or population. The stations occur in the following order: Carlsbad, Leucadia, Encinitas, Del Mar, Cardero, Sorrento Alpine Selwyn, La Jolla, Roses Siding, Morena and Old Town.

SCENE IN SAN ANTONIO CANON: ONTARIO, CAL.

SAN DIEGO.

The Naples of the New World. The Great Bay City of Southern California.

The magnificent natural advantages of San Diego cannot fail to make this the great city of Southern California. It lies upon a slope facing San Diego Bay. This slope extends back perhaps an average mile, where it reaches an altitude of 200 feet above the level of the sea, and from which point the country extends back in a broad, rolling mesa. With such a slope, and with such an ascending altitude, opportunities are offered for the most wide-sweeping and magnificent views. At the foot of the city lies the land-locked bay, one of the most beautiful in the world, glistening like a sheet of silver in the genial rays of an unclouded sun. Between the bay and the ocean is the Coronado peninsula, on the expanded part of which is the town of Coronado, with the largest hotel in the world. Beyond Coronado is the Pacific Ocean, whose long, rolling swells break upon a level and far-extending beach, their combining crests breaking into snow-white foam as they fall with majestic regularity upon the shining sands. The distant background is formed by the mountains, with the Jamul, old San Miguel and El Cajon standing well forward, the advance guard of an army of giants. To the right is the receding mesa; to the left the table lands and mountains of Old Mexico. The landscape in garb of varying green, the bay and ocean with their ever-changing shades from shining silver to deep, dark blue, form a picture of such entrancing beauty that neither pen nor pencil can adequately depict. With such natural attractions, to which should be added the attractions of climate, it is not a matter of wonder that the population of San Diego has increased rapidly since overland transportation facilities have been provided. The city's population in November, 1885, was but the population of a healthy village, say about four thousand; a year later saw it advance to a city of between ten and twelve thousand; and by November, 1887, the population had doubled again, and reached a total of twenty-five thousand souls. The increase since has been steady, and the common but conservative estimate of the population to-day is thirty thousand. The character of the population is truly American. Because to the Eastern mind San Diego is "away in the West," the impression prevails with some that its population is of that western character to be found in romance of the light order. A greater mistake could not be imagined. San Diego is as typical an American city as any to be found in the land of Americans. If the influence of any one city may be said to prevail here, it is the influence of the City of Boston; and there is reason for it. The Sante Fé Railroad, whose western terminus is at this harbor, is an institution maintained by Boston men and Boston capital. This has naturally created in Boston a financial, and finally a social, interest in San Diego, which has resulted in the transplanting of many Boston men and women from the metropolis of New England to the new city by the sunset sea. They have found here a genial, social climate. In a city covering as much ground as does San Diego, the matter of transportation is of first importance. This has been looked after by the enterprising citizens. Horse cars, steam motors, electric motors and cable systems supply the needs of the inhabitants. The San Diego Street Car Company has in operation twelve and one-half miles of horse-car lines. The Coronado Railroad Company has in operation twenty-eight miles of suburban steam motor lines. The Electric Rapid Transit Company controls about six miles of road, and is rapidly extending its lines, which, under the Henry Electric System, are being operated with great success. The National City

& Otay Railway Company have twenty-nine miles of steam motor lines and three-fourths of a mile of horse car line under operation. These lines centre in the city, and afford frequent and rapid communication to all parts and to the suburban towns and valleys.

SAN DIEGO BAY.
A Thing of Beauty and a Great Commercial Factor.

The bay of San Diego is one of the most beautiful in the world; it is also a great factor in the success of the city. There are larger harbors than this, but for the uses to which harbors are devoted, there are none better anywhere than that of San Diego, and it is large enough to afford a safe refuge for the entire merchant fleet of the United States. The bay is thirteen miles long, and the total area of water is twenty-two square miles. Commodore C. P. Patterson, Superintendent of the United States Coast Survey, wrote in 1878:

"I have crossed this bar at all hours, both day and night, with steamers of from 1,000 to 3,000 tons burden, during all seasons of the year, for several years, without detention. It is the only land locked harbor south of San Francisco and north of San Quintin, Lower California, and from a national point of view its importance is so great that its preservation demands National protection, and justifies National expenditure."

It may be added right here, however, that the Government has never acted upon Commodore Patterson's worthy suggestion Not one dollar of Government money has been spent in either the improvement or preservation of San Diego harbor. It stands to-day as nature made it. The depth across the bar is 23 feet at mean low water, with a rise of from 3¾ feet to 5½ feet at high water; and a regular trader at this port, the ship "Jeremiah Thompson," drawing 26½ feet of water, comes into the harbor and reaches the wharves without danger or difficulty, bringing an average cargo of 1,500,000 feet of lumber.

The history of this wonderful city reads like a romance. Previous to November, 1885, San Diego existed chiefly as a town-site, and, measured by the corporation limits, it contained an amplitude of area. It was in 1833 that the Pueblo of San Diego was organized; but it was not until eleven years later, in the latter part of the year 1844, that the people followed the usual customs of those times, and petitioned the Government of Mexico (this whole country was then under Mexican rule) for a tract of land A few acres more or less was of no particular account to the Mexican Government at that time, and a grant of seventy-five square miles was made, "to be used, controlled and disposed of by the legally authorized representatives of the city." These seventy-five square miles or, to be exact and use the figures of the surveyor who traced the lines subsequently for the Government, and who reported that the entire Pueblo consisted of 48 556.69 acres, do now, minus 1,233.8 acres reserved by the Government for military purposes, constitute the area of the corporation of San Diego. The question of title never arises here. That original grant has been confirmed, and upon it rests all instruments of sale.

The shores of the bay are dotted with suburban towns, which share the benefits of San Diego harbor. They are separated from the City of San Diego by distinct bounds, but it is only a matter of time when they will become integral parts of the parent city. These towns are known as Nat onal City, Roseville and Coronado.

National City is located four miles down the bay, reckoning the distance from the center of the business community of each city. The two cities are, however, already practically merged into one, as they are one in interest and in

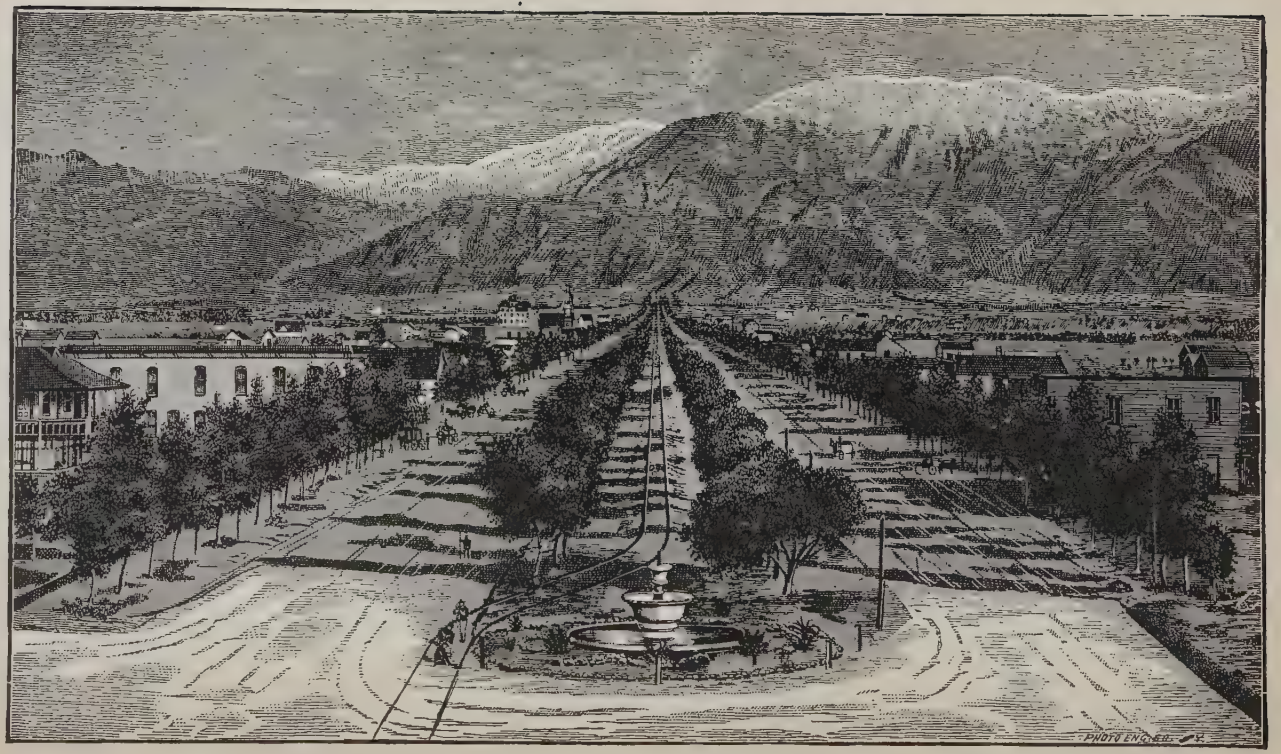
sentiment. National City has a population of 3,000. It is the terminus of the Santa Fé system on the Pacific coast, and of the National City & Otay Railway Company. A capacious wharf furnishes facilities for deep-sea vessels to unload, and here, too, ship and rail are brought together. An olive oil mill having been established, National City is the olive market for Los Angeles, San Bernardino and San Diego counties. It is furnished with water from the recently completed Sweetwater reservoir, which has a capacity of six billion gallons, and insures a supply sufficient for a city of twenty-five thousand inhabitants.

Coronado. On Coronado Beach, just across the bay from San Diego, is a city which has already become famous throughout the country. In two years' time this wild waste of land has been transformed into a city with a population of two thousand. It has one hotel which cost one million dollars, and others which cost large sums; it has elegant and substantial residences; it has an iron foundry in

YOUNG AMERICA'S FRIEND.

operation, and half a dozen factories of various kinds; it has ship-ways with a capacity for dry-docking the largest coast steamers on an hour's notice; it has complete water, gas and sewer systems, and, as a whole, has been converted into a veritable garden, the streets being uniformly lined with tropical trees, shrubs and flowers. The surf-bathing of Coronado Beach is the best on the entire coast, and probably the finest in the world. The beach slopes gently, and the sand is hard and free from stones and ragged shells, and there is no undertow. The temperature of the air and of the sea is about equal both in winter and summer; consequently there are extraordinary inducements for surf bathing all the year round.

Roseville and New Roseville are located not far from the entrance to the harbor. A fine wharf has been built there, regular ferries established, and the works of the San Diego Nail Factory are now being erected. They will have



EUCLID AVENUE: ONTARIO, CAL.

a capacity of 500 kegs of nails a day, and will be one of the important industries of the San Diego region.

The Sweetwater Dam. This dam is one of the engineering wonders of this region, and an excursion to it is a most enjoyable experience It is situated about six miles back of National City, and is reached by the National City & Otay Railroad. The dam, together with sixty-five miles of wrought iron pipe laid from the reservoir to National City, and to various points in that section for irrigation purposes, cost a total of $800,000. The dimensions of the dam are as follows: 46 feet in thickness at the base, 12 feet in thickness at the top, 75 feet in length at the base, 396 feet in length at the top. The reservoir is three miles long, three fourths of a mile wide, and covers 700 acres. When full it will hold six billion gallons of water, a quantity sufficient to irrigate 30,000 acres of land and supply a city of 50,000 people for one year, or irrigate 50,000 acres of land one year.

THE CLIMATE.

Summer the Year Round.

—

The Home of Health and Pleasure.

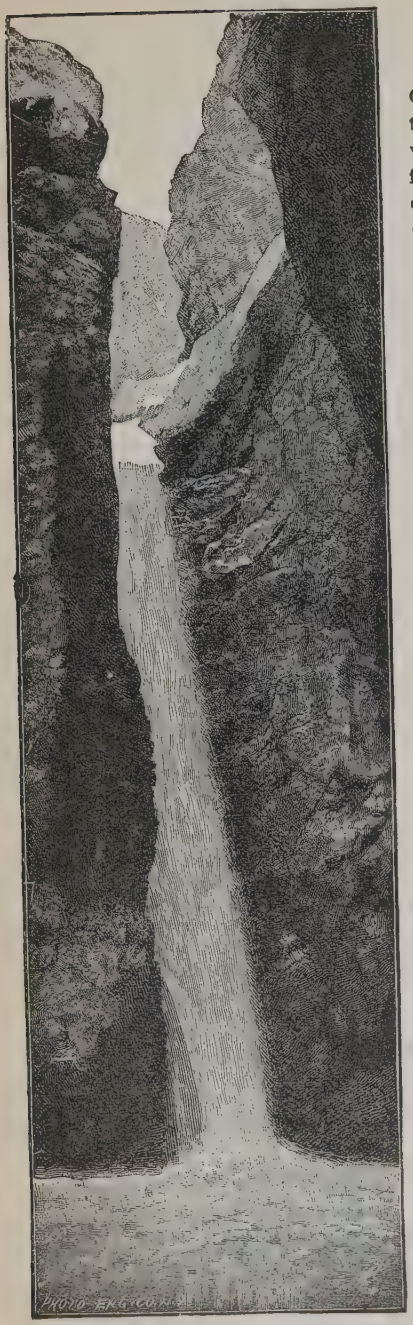
The climate of this region is a perpetual source of wonder to visitors. It is stating the simple, unquestionable fact to say that it has no equal among the health resorts of the world. From the compiled records of the U. S. Signal station here we extract the following: From 1876 to 1885, both years inclusive, covering a period of ten years, and embracing a period of 3,653 days, there were 3,533 days on which the mercury did not rise above 80°; and only 120 days in ten years in which the thermometer marked a higher temperature than 80°. During these ten years there were never more than two days in any one month in which the mercury rose as high as 85°, except June, 1877, four days, September, 1878, five days; June, 1879, two days; September, 1879, four days.

Returning to Los Angeles. The lovers of fine scenery, yachting, ocean bathing, salt sea fishing, outings among the hills, and those who delight in a summer which circles the entire year, will most reluctantly tear themselves away from the charms of San Diego. But one can't travel and stand still at the same time; so we take a night train northward on the same line we came in on, and sleep sweetly in one of Pullman's Palaces until we reach Colton. Here, after a good breakfast, we take the Southern Pacific road for Los Angeles, thus passing through new scenes from this point on to our destination. The first station reached after leaving Colton is

Cucamonga. This town is situated in the region made familiar to the public by the Cucamonga wine, the grapes here being noted for their fine quality. Slover Mountain is near Cucamonga, and is remarkable for containing quarries of onyx, lime, marble and cement. The "Mountain" is in reality only a moderate sized conical hill, but its rich deposits make it more valuable than a whole range of its big brothers. The marble is of the best quality, and can be quarried in great blocks, fifty feet long, if desired, and with a width of from five to six feet. The onyx is white, and is mined in large quantities for ornamental uses. Along the southern foot of Slover mountain flows the river Santa Ana.

Ontario is located on the main lines of the Southern Pacific and the Santa Fé Railways, the main depot being on the Southern Pacific, 38 miles from Los Angeles and 20 from Colton, while the Santa Fé runs two miles north, the station being North Ontario. From the Southern Pacific depot, a branch line extends to

CASCADE IN SAN ANTONIO CANON. ONTARIO. CAL



SAN ANTONIO FALLS, ONTARIO, CAL.

Chino. The Southern Pacific and Santa Fé run also three trains daily each way, thus affording first-class railway facilities; Ontario comprises some 12,000 acres, located on the mesa which slopes south gradually from the Sierra Madre Mountains to the Santa Ana River. It is in the west part of what is commonly known as the San Bernardino Valley, and occupies the highest point passed by rail or carriage road between Los Angeles and San Bernardino. The lands reach from the mountains around the San Antonio cañon to the Chino Ranch, a distance of about nine miles, and the Colony ranges in width from one to three miles. The altitude is a little less than 1,000 feet at the ranch line, and the grade is about 100 feet to the mile, increasing a little nearer the mountains, the mouth of the cañon being about 2,200 feet above sea level.

The scenery around Ontario is of the most striking and attractive character. To the northwest rise the Sierra Madre Mountains, while to the east towers the San Bernardino Range, and to the west slumbers the dreamy Pacific Ocean. As special landmarks in this striking scene are the four highest peaks of Southern California, namely: Mount San Bernardino and Old Grayback to the east, San Jacinto to the southeast, and Mt. San Antonio (Old Baldy) adjoining the Ontario tract on the north. Ontario occupies the elevated plateau between the San Bernardino Mountains and the ocean. The mountains being closely adjacent, and the sea being forty miles distant. The settler can choose his altitude from 900 to 2,500 feet, and by so

doing find exactly the climate that is suited to his personal tastes. On the higher slopes of Ontario we can see orange groves bearing fruit and flowers in delightful profusion, suggesting the breezes of "Araby the Blest," while half a dozen miles distant on the mountain peaks gleams the arctic snows. Nowhere in the world are summer and winter brought into closer juxtaposition. The zones of perpetual summer and never-ending winter are separated only by the San Antonio Cañon. Nor is it scenery alone which recommends the "Model Colony" of Ontario. Here are the best fruit lands in this country of fruit producing acres. Here the orange and the lime grow most perfectly and most abundantly; here deciduous fruits flourish, and here, in a word, is the fruit growers' paradise. It is alleged that orange groves at less than four years of age have produced, and frequently do produce, from $300 to $500 worth of fruit per acre. So great is the fertility, indeed, that three-year old trees have been known to produce a full box of oranges each. But oranges are not the sole products of this wonderful soil. There are grown in great profusion the olive, peach, apricot, guava, prune, pear, apple, persimmon, plum, raisin and grape, and when one has mentioned these, he has only begun the list. For residence there can be no pleasanter place than Ontario, and for horticulture and arboriculture surely no place can claim precedence.

POMONA.

Health and Pleasure Resort.

A Fruit Growing Paradise.

One of the prettiest towns in the San Bernardino Valley is Pomona, in the eastern part of Los Angeles county, thirty miles from the city of Los Angeles and thirty miles from the Pacific Ocean northward and fifty miles eastward. The Sierra Madre range of mountains—average elevation of 9,000 feet above the sea, with snow-capped peaks—are distant six miles north, and Mt. San Bernardino (height 11,000 feet) and Mt. San Jacinto (about the same height) forty and fifty miles eastward, The lower range, called the San Jose Hills, midway between the Sierra Madre Range and the ocean, terminates at the city, and the great valley widens at this point to twenty-five and thirty miles.

Thus these high mountain ranges protect this valley equally from harsh sea winds and the unpleasant dry winds and sand-storms of the desert. The altitude of the city is 860 feet above the sea, the valley rising gradually to 2,000 feet at the foot of the mountains. The immediate locality bears a similar relation to the mountains and the ocean as the celebrated health resorts of Mentone and Nice.

A ride through the streets of the city, or along the many roads traversing the country in every direction, will disclose many fine residences; also cosy, comfortable homes. Houses, which are neither large nor costly, show the refinement of true comfort and adaptation to the wants of the owners. The mild, open winters, and consequent freedom from cold, do not require as expensive houses as in eastern and northern climates; therefore the house is open, cheery and home-like in its appointments, many with broad verandas for the open-air life of the occupants during most of the days of the year; and yet the individuality of the owner is as plainly seen in the architecture and plan of the modest home as the more pretentious building of the city or in older communities; for these quiet homes are surrounded by groves of trees, many of them evergreen—rows of vines extending almost as far as the eye can reach—with roses and flowers from the roadside to and surrounding the house, the whole deeply impressing the visitor with the air of

home-like comfort and cheerfulness everywhere prevailing. The town is amply supplied with water, this precious fluid being obtained from three sources, namely, San Antonio Cañon, numerous *cienegas* which encircle the valley, and which are fed by subterranean streams from the high mountains and artesian wells. There are in this valley some of the finest flowing wells upon the continent, some of which have given an undiminished flow for nearly ten years. There are now flowing in the Pomona Valley sixty-seven wells, fifty-two of which are owned by the Pomona Land and Water Company, who are extending their works at different points and increasing the number. These waters are alike free from alkaline, saline or mineral taint, and deliciously cool and invigorating. The right to use water for irrigation is sold with the land, so that there need be no fear of a lack of this necessity upon the part of those who settle here.

As Pomona is directly suggestive of the subject of fruit, and as fruit culture is *the* great industry of Southern California, this is an appropriate place to introduce a few statistics on the subject. We condense the following facts from reliable documents:

The cost of raw land may safely be placed at $150 per acre, which is about an average, according to location. In the following estimates for a vineyard, the Zinfandel and Berger grapes have been taken, varieties which have been tested here, and which have proven highly satisfactory:

Ten acres of land, @ $150 per acre	$1,500	
Two plowings, leveling, etc., @ $5 per acre	50	
Cost of cutting for 10 acres	50	
Planting, @ $5 per acre	50	
Care for two years, @ $15 per acre	300	
Total cost till brought to bearing		$1,950
Crop third year, 5 tons to acre, @ $20 per ton	$1,000	
Crop fourth year, 7 tons to acre, @ $20 per ton	1,400	
Crop fifth year, 10 tons per acre, @ $20 per ton	2,000	
Total for three years		$4,400
Deduct cost of care for third year, fourth and fifth years, @ $15 per acre	$ 450	
Cost of land, vineyard, etc	1,950	
Interest 2 years, @ 10 per cent	390	
		$2,790
Net profit, five years		$1,610

This estimate supposes that all the work is hired. If a man is not afraid to take hold and do most of the work himself, which he can easily do, the expense account would be materially smaller.

Prunes promise to be a most profitable fruit, and have proven themselves at home in this valley.

Cost of ten acres of land, as given above	$1,500	
Plowing, etc	50	
Cost of prune trees for ten acres	180	
Planting	50	
Care for 3 years, @ $15 per acre per year	450	
Cost of 10-acre prune orchard to time of bearing		$2,230

ORANGE ORCHARD: POMONA, CAL.

The fourth year the account stands about thus:

Crop, 100 lbs. per tree and 108 trees per acre, 108,000 lbs., @ 2 cts. per lb		$2,160
Fifth year, 150 lbs. per tree, 162,000 lbs., @ 2 cts		3,240
		$5,400
Deduct cost of orchard	$2,230	
Interest on $2,230 for 3 years, @ 10 per cent	669	
		$2,899
Net profits for five years		$2,501

Other deciduous trees will show about the same result. As has been stated, the expense account can be largely decreased if a man is willing to take hold and work. One horse will do all the cultivating; thirty dollars will buy all the implements needed, and there need be no expense for hired help until the grapes or fruit are to be gathered, and enough potatoes and other vegetables can be raised on the land to furnish a living for the first few years.

Beyond Pomona are a number of small stations possessing all the requisites of climate, soil and scenery to become thriving towns; which, doubtless, will be the outcome in a few years. At present, however, they possess only a statistical value to the tourist. These stations occur in the following order: Spadro, Lemon, Puenta, Monte and Savanna.

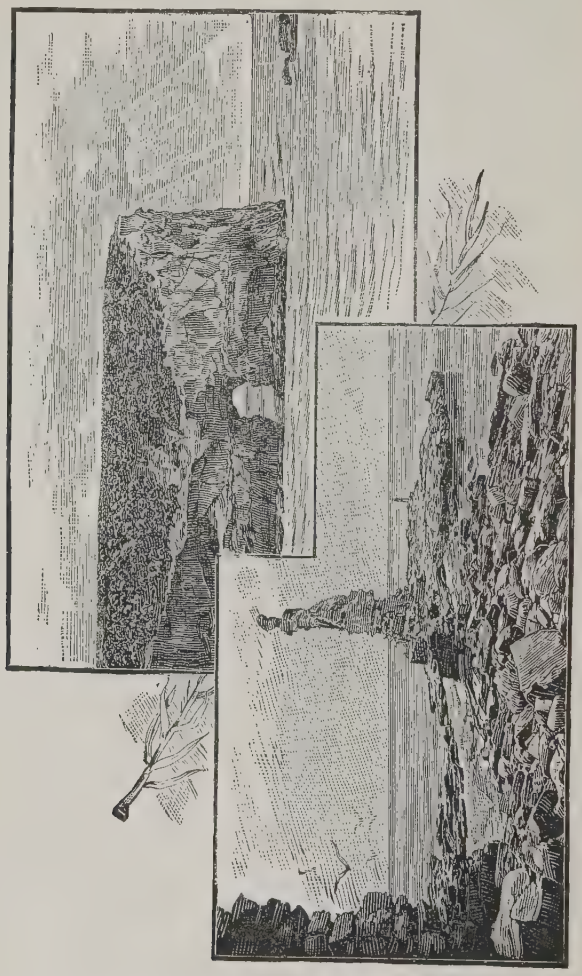
San Gabriel. This is the site of the famous Mission of San Gabriel, or, to give it the full honors of its stately Spanish title, "El Mission de San Gabriel Arcangel." The Mission was founded September 8, 1771, and was moved from the original site to its present position in 1775. The mission church is plainly to be seen from the car windows to our right, just after the station has been passed, and is a most interesting relic of what in the new world may be called antiquity, having been erected, in 1804, of material imported from the mother country, Spain.

Beyond San Gabriel are the suburban stations to Los Angeles, of Alhambra, Shorb and Aurant. The handsome suburban villas which dot the landscape on each hand rapidly increase in number as the city is approached, and soon we are rolling along between continuous rows of houses, and finally come to a stop at the Southern Pacific Railroad's depot, in Los Angeles.

SANTA MONICA.
The
Long Branch
of
the Pacific.
A charming Sea Shore
Watering Place.

The trip from Los Angeles to Santa Monica, one of the famous bathing resorts of the Pacific coast, is not only justified by what one finds at the end of his journey, but also by the pleasures enjoyed *en route*. The Southern Pacific Company runs four trains to the beach each day—a distance of sixteen miles; and on Sunday the exodus to this famed seaside resort is something extraordinary. For three or four miles after leaving the station, we pass through suburbs of Los Angeles. Handsome villa residences, surrounded by beautiful and most attractive grounds, are to be seen on every side. At last, reaching the open country, we pass through a constant succession of vineyards and fruit orchards, until the near presence of the ocean is made known by refreshing saline breezes and the occurrence of sand dunes and salt marshes. The train stops at a handsome depot, beyond which extends a large, well-kept and beautiful park It is difficult for one accustomed to the

varying seasons of the lands across the mountains to comprehend the fact that this beautiful park, with its luxuriance of sub-tropical vegetation, its affluence of delicate and vari-tinted flowers, is never less verdant, less brilliant or less attractive than it is now. It is not easy to grasp the fact that all the year round, equally as comfortably on the first of January as on the first of June, one can sport among



SANTA CRUZ.

OCEAN SCULPTURE — SANTA MONICA.

the combing billows that come rolling in across the blue, serene Pacific. The attractions of Santa Monica are manifold,— beach-driving, surf-bathing, fishing, boating, yachting, are the sea-ward delights; while on the shore are all the charms which nature has so opulently spread for the pleasure of those who visit this favored spot, together with all the ingenious devices invented by man for amusement and relaxation. Of course, it goes without saying that there is a magnificent beach hotel, whose broad verandas face the sea, and whose appointments are com-

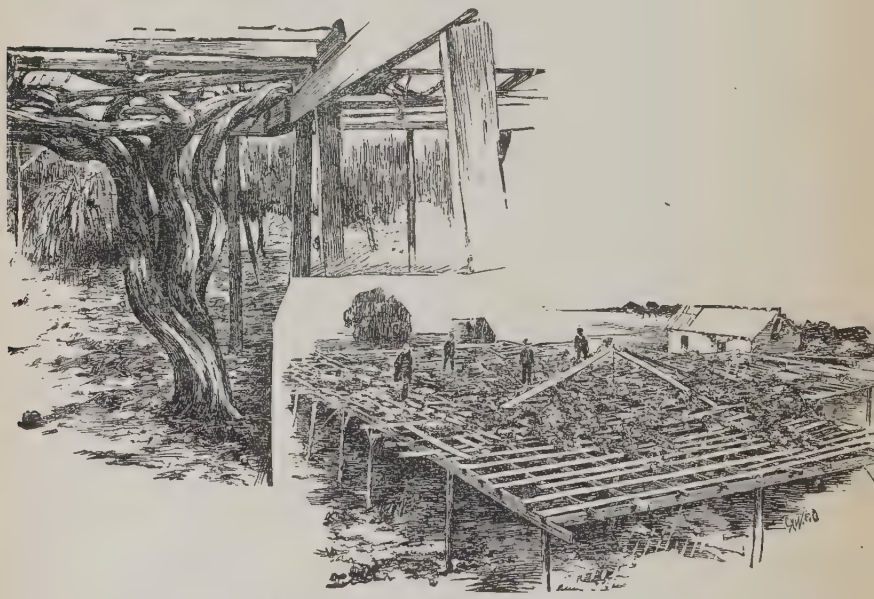
plete in all respects ; also, of course, there are bath-houses of ample accommodations.

There are many points of scenic interest within easy reach of Santa Monica. One of the most charming is that to Santa Monica cañon, to which the Southern Pacific Company has extended its line, and Manville Glen, a spot made cool and inviting by ancient forest trees and a rippling brook, all embraced by rugged mountain surroundings. This is a favorite camping ground, where pleasure and health seekers pitch their tents and spend months in the calm enjoyment of this sylvan retreat. Santa Monica is a great health resort, and experience has proved its excellence in this regard. It possesses, the year round, one of the most enjoyable and healthy climates in the world, being from ten to fifteen degrees cooler than Los Angeles and the interior country in summer, and warmer in winter. There is a magnificent driving beach stretching away for fifteen miles, good sea fishing, an abundance of water fowl in the neighboring lagoons, and game in the mountains a few miles distant. The climate of Santa Monica and vicinity is worthy of somewhat extended notice. In a general way we can sum up the climatic conditions of the Southern California coast as follows: So far as the amount of rainfall is concerned throughout Southern California, the rainy season simply signifies that during that period, exclusively, not exceeding 18 inches may fall. The average annual rainfall at San Diego is only 10.43 inches. Following up the coast to San Francisco, it increases at the rate of about 2 inches for every 100 miles. Santa Monica receives about 13 inches, Santa Barbara 15 inches, Monterey 17 inches, and San Francisco 21 inches. The Coast Range of mountains, rising to an elevation of from 2,000 to 4,000 feet, robs the ocean rain-freighted clouds of all their precious burden before reaching the interior plains and valleys. At Fort Yuma, on the Colorado River and Desert, the mean annual rainfall is only 2.54 inches ; among the little valleys extending from San Diego to the San Jacinto Mountains, from 7 to 9 inches ; in the valley of San Bernardino, and at Colton, Riverside and Cocamongo, 10 inches ; advancing toward the coast, Spadra and El Monte receive about 11 inches ; and Los Angeles, situated 20 miles from the ocean, about 14 inches. Crossing the San Bernardino Mountains to the Mojave Plains, the yearly rainfall is only from 3 to 4 inches, and from thence up the San Joaquin Valley as far as Goshen, in latitude 36 degrees, it ranges from 3 to 6 inches ; from thence, northward, it increases to 15.10 at Stockton and 18 23 at Sacramento. Taking it all in all, Santa Monica is a place of great interest. We have said nothing about the town so far, but must not neglect to state that there *is* a town, and a very pretty one at that. It is situated on the level mesa, which stretches back landward from the brink of the natural sea wall, from whose foot extends the level beach outward to the ocean rim. The residences are tasteful, many of them elegant, the business blocks substantial, and every element of comfort and convenience for the health or pleasure seeker can be found here.

Port Los Angeles. Twenty miles west of the city of Los Angeles is where the Southern Pacific Company have built their Mammoth Wharf, the longest ocean pier in the world. The total length of the structure is 4,620 feet. The coal bunkers are fitted with every convenience for rapid handling of coal cargoes from ship to bunker and then to car, and are 8.6 feet long, 36 feet wide, and 36 feet high, with a capacity for 8,000 tons of coal. Depot buildings and freight sheds are 384 feet in length, containing ample waiting room accommodations and an excellent restaurant. The fishing from the wharf is the best on the coast. Bait and tackle can be had on the wharf. The large steamers of the P. C. S. S. Co. stop at Port Los Angeles north and south bound for passengers and freight,

while deep sea and coasting vessels are coming and going at all times. Fare, 50 cents; round trip, 75 cents; round trip Saturday and Sunday, good to return until Monday, 50 cents.

Long Beach. We have already described the greater portion of the trip from Los Angeles to Long Beach in that portion of this book devoted to the journey from Los Angeles to San Pedro. We follow the same line in our excursion to the Beach as far as the Junction, at which point our train takes the line to the left, and rolling along through a level country, encroached upon here and there by the salt marshes of the ocean, but passing many fertile and attractive spots, soon reaches Long Beach, the goal of our journey. This popular resort is only twenty-five miles distant from Los Angeles, and can be reached in an hour's ride from the city. Surf-bathing may be enjoyed here the year round, and the accommodations are complete in every respect. The beach itself is one of the greatest attractions of the place. The sands are left hard and compact by the retiring tide, and the drive along the margin of the ocean is undoubtedly the finest to be found anywhere on the California coast. Long Beach has a wharf which extends a distance of 750 feet in the ocean, reaching water deep enough to float vessels of the heaviest tonnage by its side. Long Beach has already become a resort of great popularity, and the excellence of its beach, its attractive scenery and fine hotel combine to render this popularity greater every day.



CALIFORNIA'S MAMMOTH GRAPE VINE.

SAUNTERINGS AROUND SAN FRANCISCO.

AFTER enjoying the delights of Southern California, the tourist can return to San Francisco from Los Angeles over the same route by which the southward journey was made, or he can take steamer at Santa Barbara, San Pedro or Port Los Angeles, and have the pleasure of a delightful coast voyage. Having once more established headquarters in the metropolis, he will be ready to make excursions to the points of interest adjacent to the city.

San Francisco to Monterey. It was a bright, genial California day, when we took the cars of the Coast Division of the Southern Pacific Railroad, at the station opposite the immense brick building at the corner of Fourth and Townsend streets, in which are the general offices of this great railroad company. We were bound for Monterey, famous for its bathing and its Rosamond's Bower—the world-renowned Hotel del Monte. Our course is southward through the city for a distance of four miles. Two miles from the station are the machine shops of the railroad company. Valencia street station is reached in another mile; here the cable line through the center of the city to Oakland Pier crosses the track. Beyond this station the suburbs of the city are entered. On the right, occupying an elevated position, is the Industrial School building. Bernal is passed, and numbers of market-gardens, with an intricate and interesting system of terraces and irrigating ditches, pipes and flumes. Holy Cross Cemetery is seen to our left, then Coloma, Ocean View and Baden come next, and then we approach quite near the shore of San Francisco Bay, reaching this point by means of a sharply descending grade.

San Bruno. Here are the rifle ranges of the shooting clubs, situated on the shore of the bay; and here also is a large hotel, a popular resort for the sportsmen who congregate at this place. (Population, 50. Distance from San Francisco, 14 miles. Elevation, 15 feet.)

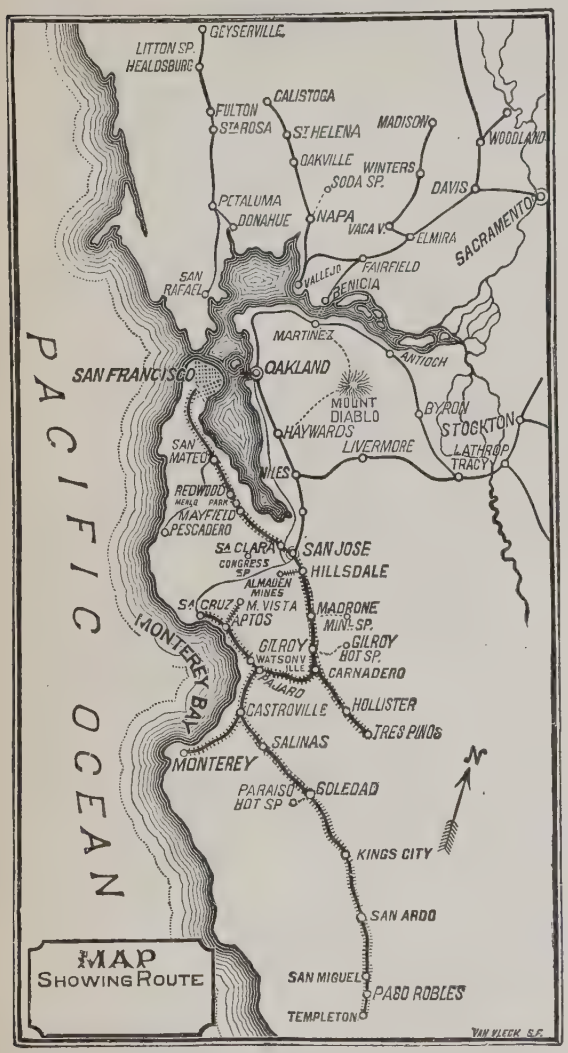
Millbrae. This is the station for the country-seat of Mr. D. O. Mills, president of the Bank of California, and his palatial residence can be seen about half a mile distant to the right, characterized by two lofty towers. Just beyond the station is the Millbrae Dairy, with a multitude of buildings showing the great extent of this enterprise. Handsome residences can be seen on the right, the left side being next the bay, and given over to meadow lands and cultivated fields, diversified by occasional groves. (Population, 300. Distance from San Francisco, 17 miles. Elevation, 8 feet.)

Fair Oaks. This station is the site of most attractive groves of live oaks, from which it takes its name. (Distance from San Francisco, 31 miles.)

San Mateo. Surrounding San Mateo are a number of the most elegant country-seats in California. Wealth has concentrated its forces here, and everything that money can do, when employed unstintedly and intelligently, has been done to beautify the scene. The art of the landscape gardener has here been exercised to its fullest extent, and the grounds which surround these palaces of San Franciscan millionaires are bewildering visions of arboreal and floral beauty. As we advance after leaving the station, the race track is passed on the right, also the Young Ladies Seminary. The bay is on the left. Groves of oak, eucalyptus

OLD MISSION CHURCH — MONTEREY.

trees and endless orchards stretch away to the right as far as vision can reach. Four miles beyond San Mateo is Belmont, the station for the country-seat of the late banker king, John Ralston, which is one of the most noted country residences near San Francisco, and during the life of its owner it was the scene of a most generous and lavish hospitality. The statistics of San Mateo are as follows: (Population, 1,500. Distance from San Francisco, 21 miles. Elevation 22 feet.)



Redwood. This town is the county-seat of San Mateo county, and derives its name from the proximity of extensive redwood forests to the westward. Great quantities of redwood lumber, firewood and bark are shipped from this station. Artesian wells furnish water for the town, which is well built and supplied with all of the modern conveniences. The tributary industries, in addition to lumbering, are fruit raising and agriculture. (Population, 1,600. Distance from San Francisco, 28 miles. Elevation, 9 feet.)

Menlo Park is noted as the residence of a large number of San Francisco's most wealthy business men and gentlemen of leisure. It is a bower of beauty in the heart of umbrageous groves, made still more lovely and attractive by flowers of every hue and a generous abundance of ornamental shrubs and trailing vines. It goes without saying that all that the genius of the architect can devise has been done to make the country residences equal in beauty with their surroundings. (Population, 400. Distance from San Francisco, 32 miles. Elevation, 64 feet.)

Leland Stanford, Jr., University. The site of this university, which has an endowment of $20,000,000, and is a monument of parental affection, is Palo Alto, near Mayfield, two miles beyond Menlo Park. There are 4,291 acres of land in the grounds belonging to the university estate.

Alviso. This station is at the head of San Francisco Bay, and from this point great quantities of fruit, especially of the smaller varieties, are shipped by boat to San Francisco. (Population, 110. Distance from San Francisco, 38 miles. Elevation, 8 feet.)

Santa Clara was founded by the Jesuits in 1774, and has for its site a most beautiful region, being near the centre of the fertile Santa Clara Valley. The climate is noted for its healthfulness and equability. This valley is one of the best wheat regions in the state, and is also noted for the abundance and fine quality of its fruit. Santa Clara and San Jose are twin cities, being only three miles apart.

From San Jose, the Alameda, a broad and famous avenue lined with ancient willows, leads to the old town of Santa Clara, four miles distant. The Mission of Santa Clara was founded by Father Pena, in 1777, and the old adobe walls are still crumbling away. Twelve miles by rail takes us to the famous New Almedan quicksilver mines, which furnish half the quicksilver the world produces, and gives employment to several hundred miners. The mountains are picturesque, easily reached, abound in trout and game, and contain many health and pleasure resorts, besides presenting every attraction to camping parties. (Population, 3,000. Distance from San Francisco, 44 miles. Elevation, 75 feet.)

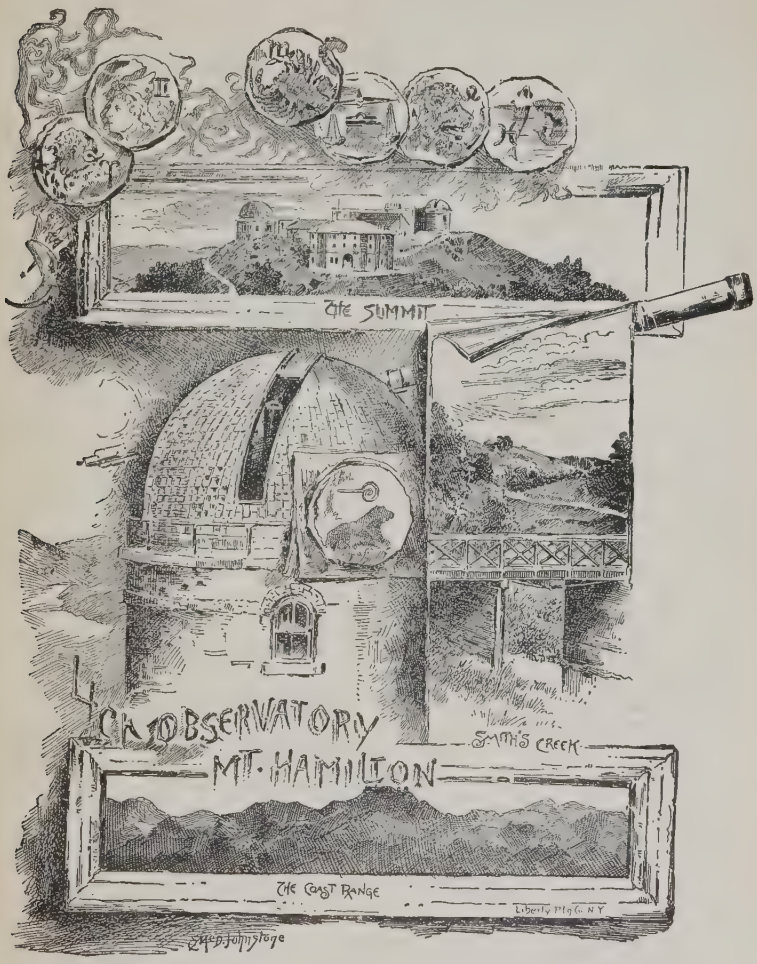
SAN JOSE.
Metropolis of Santa Clara Valley.

The Garden City of the Pacific Coast.

The metropolis of the Santa Clara Valley is San Jose, the county seat of Santa Clara county, and the Garden City of the Pacific Coast. It is a progressive and rapidly growing city, with a population of 25,000. It is fifty miles distant from San Francisco, with which it has rapid and convenient communication by three lines of railroad, operated by the Southern Pacific Company, giving trains either way at all times of day, tickets being interchangeable on all the routes. It is also convenient to the most charming seaside resorts in the world, Santa Cruz and Monterey, and two special excursion trains are run to these places weekly. The beautiful surroundings and delightful climate of the valley already briefly alluded to, its many elegant and costly homes, its shaded streets and avenues literally embowered in trees of perpetual verdure, and the many social and other advantages which wealth and culture have bestowed, make San Jose the place for an ideal home.

There are twenty three churches in San Jose, and its educational facilities are unsurpassed. The five public schools are not excelled in the state, and a high school with an advanced curriculum crowns the system. There are here, besides, some of the best known educational institutions on the Pacific Coast. The University of the Pacific is a Methodist institution of high rank; the State Normal School and the College of Notre Dame are centrally located, and at Santa Clara, three miles distant, is the Santa Clara College, an institution located on the site of the old Santa Clara Mission At Palo Alto, few miles to the northwest, are the buildings of the Leland Stanford, Jr., University, one of the grandest educational institutions of the world, having an endowment of $20,000,000

There are also, in and about San Jose, several other minor educational institutions. Besides the vast and only partial developed resources of the Santa Clara and three small but fertile tributary valleys, San Jose has many industries as a basis for her



prosperity. Recent experiment has shown that the Santa Clara Valley is one of the most favorable regions in the world for the propagation of the silk worm, and the infant silk industry is already represented by a manufactory of dress silks. There are four large fruit canneries, three glove factories, two flouring mills, a large woolen mill, and a great number of other industries. Four miles away are the great Lick paper mills. (Population, 25,000. Distance from San Francisco, 50 miles. Elevation, 86 feet.)

ON THE BEACH AT SANTA CRUZ.

The Lick Observatory. Throughout this region are many points and features of interest. First in importance is the great Lick Observatory, whose dome glistens in the sunlight on the top of Mount Hamilton, twenty-six miles away, and at an altitude of 4,443 feet. Here is now in place one of the most powerful telescopes in the world. For this observatory the late James Lick bequeathed $700,000, and the property now belongs to the University of California. Daily stages run to the summit over a magnificent winding road, which cost Santa Clara county $100,000. From the summit, on a clear day, the view is one of indescribable beauty and grandeur. The great dome of the observatory can be plainly seen to the left, from the windows of the train, after San Jose has been left behind. Two delightful side trips from San Jose are those to Los Gatos and Santa Cruz.

Los Gatos. Nine miles from San Jose, on the direct narrow gauge line to Santa Cruz, lies Los Gatos, a thriving town of 2,000 inhabitants, which nestles amid picturesque surroundings, on the eastern slope of the Santa Cruz Mountains. It is within the Santa Clara Valley, partaking of all the material and climatic blessings of that lovely region; but it also lies within the thermal, or warm, belt, and so enjoys an added advantage and attraction. This thermal belt is an interesting phenomenon, and is observed in all the foot hills of the bay region. It is due to the fact that when the cooler airs of night flow into the broad valley below, sometimes lowering the temperature until frost is formed, the warm air rises and rests at a higher altitude, preserving in a wide strip of country along the mountain sides a higher temperature at night and a more equable climate than is found in the valley below. About Los Gatos, the strip of country so affected is six miles in width. The change is quickly noted in a drive from San Jose to Los Gatos in the cool of the evening. This condition gives to Los Gatos a truly Arcadian air that is a perpetual delight to the visitor or resident. It is this which makes the successful cultivation of the orange, lemon and other citrus fruits possible here. The soil here is as rich and fertile as in any portion of the valley, and this with the perfect climate, pure and balmy airs, and the ever present beauty and abundance which has followed the efforts of labor and capital, make of this particular region a veritable Eden.

The country about Los Gatos is noted for its fruit, and the whole slope is covered with profitable vineyards and orchards, wherein plums, peaches, prunes, apricots, pears, apples, olives, figs, cherries, oranges, lemons and other fruits attain a rare perfection. English walnuts are extensively raised, and the largest almond orchard in the world is located here. Owing to its proximity to San Francisco, and its unequaled attractions as a place of residence, Los Gatos has become the suburban residence place of a number of San Francisco men of wealth, and a special suburban train is run to the town. (Population, 2,000. Distance from San Francisco, 55 miles. Elevation, 400 feet.)

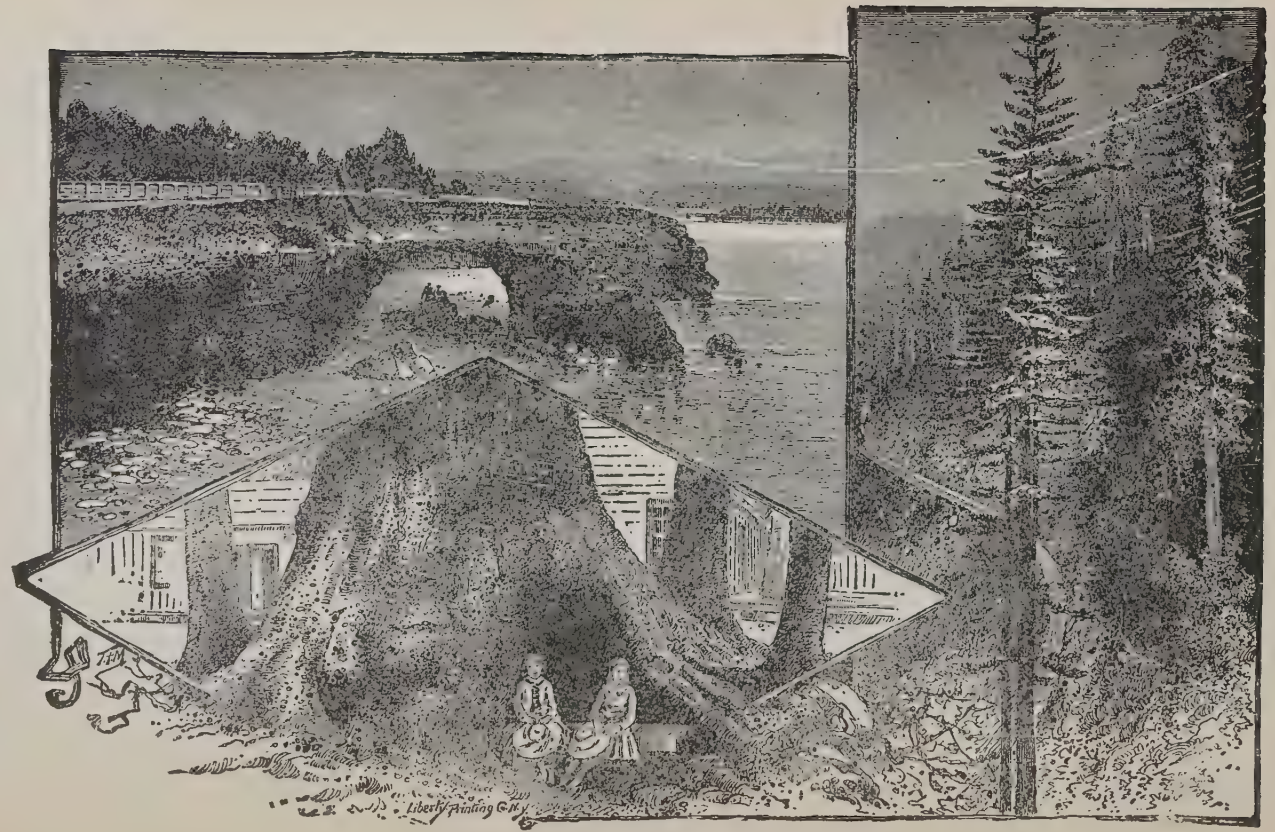
SANTA CRUZ.

The Newport of the Pacific Coast.

Health and Pleasure Resort.

One of the loveliest cities of California is that of Santa Cruz. Occupying a charming site on the seashore at the north end of the crescent-shaped bay of Monterey, it is at the mouth of the San Lorenzo river, and recedes from a beautiful beach, extending to a broad plateau and two terraces rising above it, surrounded by protecting hills.

Santa Cruz is the most popular and fashionable seaside resort in the state, and is termed the Newport of the Pacific Coast. During the summer season people flock to this beautiful city by the thousands, especially from



"GENL. FREMONT" BIG TREE, AND BEACH VIEW.

the cities; and during the "season," the population is increased to ten or twelve thousand. Its bathing is its pride and its glory, and with its lovely beach of clean, white sand, its fine bath houses, and its safe and delightful waters, its attractions in this line are unequaled. While the crowds are greatest during the vacation season, between May and September, the bathing is delightful the whole year round. Excursion trains are run to this place from San Francisco every Saturday and Sunday.

The place itself has all the features of a modern progressive city, among which may be mentioned electric lights, gas, fine water system, fire department, street cars, free library, telephones, three daily and two weekly papers, two banks, handsome public buildings, fine schools and numerous churches. It has magnificent streets, many being paved with bituminous rock, and its sidewalks are exceptionally good. Its great number of cosy and attractive homes are among its chief features.

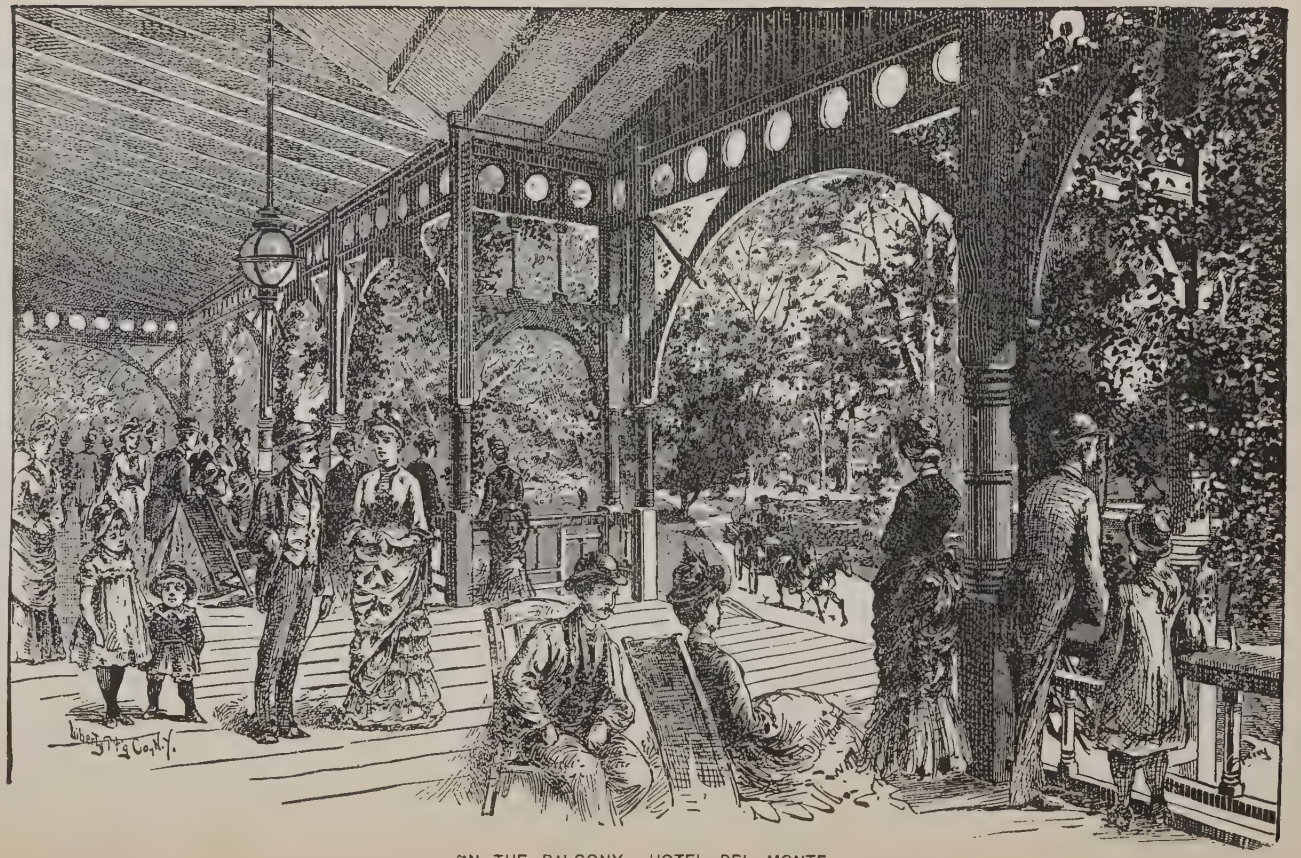
The climate of Santa Cruz and surrounding country is unsurpassed by that of any other part of the state. It is remarkably equable, the average temperature for winter being 52 degrees, and for summer 62 degrees. The difference between the extremes of the year is always small. Epidemics are unknown, and health and vigor is imparted to invalids, as well as to the strong. Rare roses, and other blooms which in the East are hot-house plants, are culled from gardens every week in the year.

In the mountains and valleys about Santa Cruz, there is an almost endless array of attractions. The mountains are exceedingly picturesque, abound in trout and game, offer great attractions to the camper, are full of beautiful cañons and nooks, and the views to be obtained are of surpassing beauty and grandeur. Ben Lomond is the highest peak, and is reached by four delightful routes. Five miles from Santa Cruz is a famous group of redwoods, known as the "Big Trees." The largest is 300 feet in height and 60 feet in circumference There are several valleys of great beauty and fertility, the most noted being the Pajaro Valley. In the valleys and on the mountain slopes fruits of all kinds are extensively grown, with as great success as anywhere in the state, and general farming is easy and profitable. The dairying interests are extensive, and the forests are still large and dense. The county is the second in the state in manufactures. This is a region of flowers and perpetual summer, with every attraction for residence, and offering great inducements for investments. (Population, 7,000. Distance from San Francisco, 80 miles. Elevation, 15 feet.)

Castroville. Resuming our journey at San Jose for Monterey, we pass through an interesting and fertile country until Castroville is reached. From this point a branch extends down to Monterey, the main line running to Templeton. Around Castroville is one of the greatest wheat growing regions of California. The ordinary yield is from 40 to 50 bushels to the acre, though as high as 102 bushels have been grown here—the largest yield on record. (Population, 600. Distance from San Francisco, 110 miles. Elevation, 17 feet.)

From Castroville we follow the curving shore of the Bay of Monterey; at times within a short distance of the shore, and at others somewhat farther inland. Sand dunes and salt marshes testify to the nearness of the ocean.

Del Monte. In the heart of a lovely grove the train stops at a tasteful rustic pavilion, which is the station. Broad, graveled roads sweep up to the station in graceful curves, and here stand waiting richly appointed four-horse carriages, in which guests for the famous Hotel del Monte are conveyed to their destination. Glimpses of the hotel to the left can be caught through the interstices of the trees; while vines and shrubs and flowers grow everywhere in studied and



ON THE BALCONY — HOTEL DEL MONTE

artistic confusion. The drive to the hotel along the broad, tree lined avenues, shaded by immemorial and stately live oaks, through which vistas of sylvan beauty can be seen, gives one a foretaste of the charms of this one of the most charming places in the world.

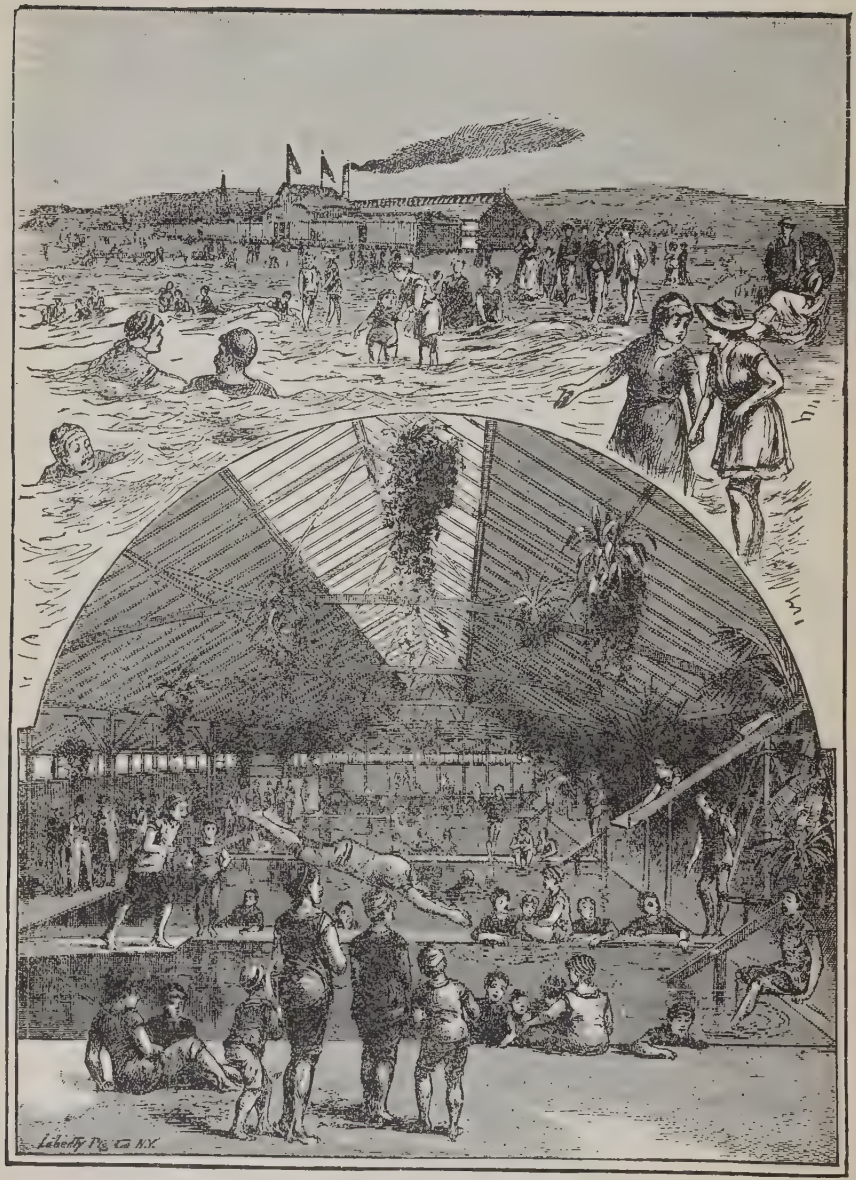
THE

HOTEL DEL MONTE.

A Palace of Delight.

The Queen of American Watering Places.

The hotel is first seen through a vista of trees, and, in its beautiful embowerment of foliage and flowers, resembles some rich private home in the midst of a broad park. This impression is heightened when the broader extent of avenues, lawns and flower-bordered walks come into view. The gardener's art has turned many acres into a choice conservatory, where the richest flowers blossom in profusion. Here and there are swings, croquet grounds, an archery, lawn-tennis courts, and bins of fine beach sand—the latter being intended for the use and amusement of the children, who can not await the bathing hour for the daily visit to the beach. The use of all these, as well as of the ladies' billiard saloon, is free to guests. In all directions there are seats for loungers. Through a vista formed by the umbrageous oaks and pines, the huge, bulbous forms of a varied family of cacti are seen. In another place is a bewildering maze. Everywhere flowers and rare plants abound, and every avenue and pathway is bordered by intricate floral devices. In any direction the eye may turn are fresh visions of beauty. In the fall of 1883 a great improvement was consummated in the introduction of an abundant supply of pure, soft water from the Carmel river. Extensive water works were constructed at an expense of over half a million dollars. The supply not only meets every requirement of the hotel, but also feeds the great fountain in the lake. The Del Monte Bathing Pavilion is situated on the beach, about eight minutes' walk from the hotel, and is one of the largest and most complete establishments of the kind in the world. It is seventy feet wide by one hundred and seventy long. There are four tanks of about thirty-six feet wide by fifty feet long. The water in these tanks ranges in temperature from cold up to warm, and the bather can take his choice. The heating is done by steam, and the water is daily changed. The pavilion contains two hundred and ten dressing-rooms, one-half of which is set apart for the use of ladies. Each of the latter is fitted up with a fresh water shower bath, while on the gentlemen's side fourteen shower baths serve for all. The pavilion and everything connected with it is kept scrupulously clean, and always presents a pleasing appearance. When filled with bathers and spectators, it presents a spectacle which, in point of animation and interest, would be hard to surpass. Outside of this pavilion is a beautiful sandy beach, on which surf-bathing may be indulged. An adjunct of the Hotel del Monte is its 18 mile drive, over a splendidly-kept macadamized road, by way of Monterey, Pacific Grove, Cypress Grove, Carmel Bay, and the old Mission Church. The reader will remember the sensation which was created several years ago by the burning of the Hotel del Monte. From its ruins there has arisen a new Del Monte—larger, more beautiful and complete than the old one. The new Del Monte is in its main front and general style of architecture an exact copy of the old Del Monte, which was universally pronounced, by thousands of famous visitors from all countries, to have been the most graceful and elegant building of its class in the world. The new building, by increasing and extending its annexes, has nearly double the accommodations of the old one. These annexes are connected together by two arcades of glass and iron, three stories in height, which virtually makes the two annexes one.

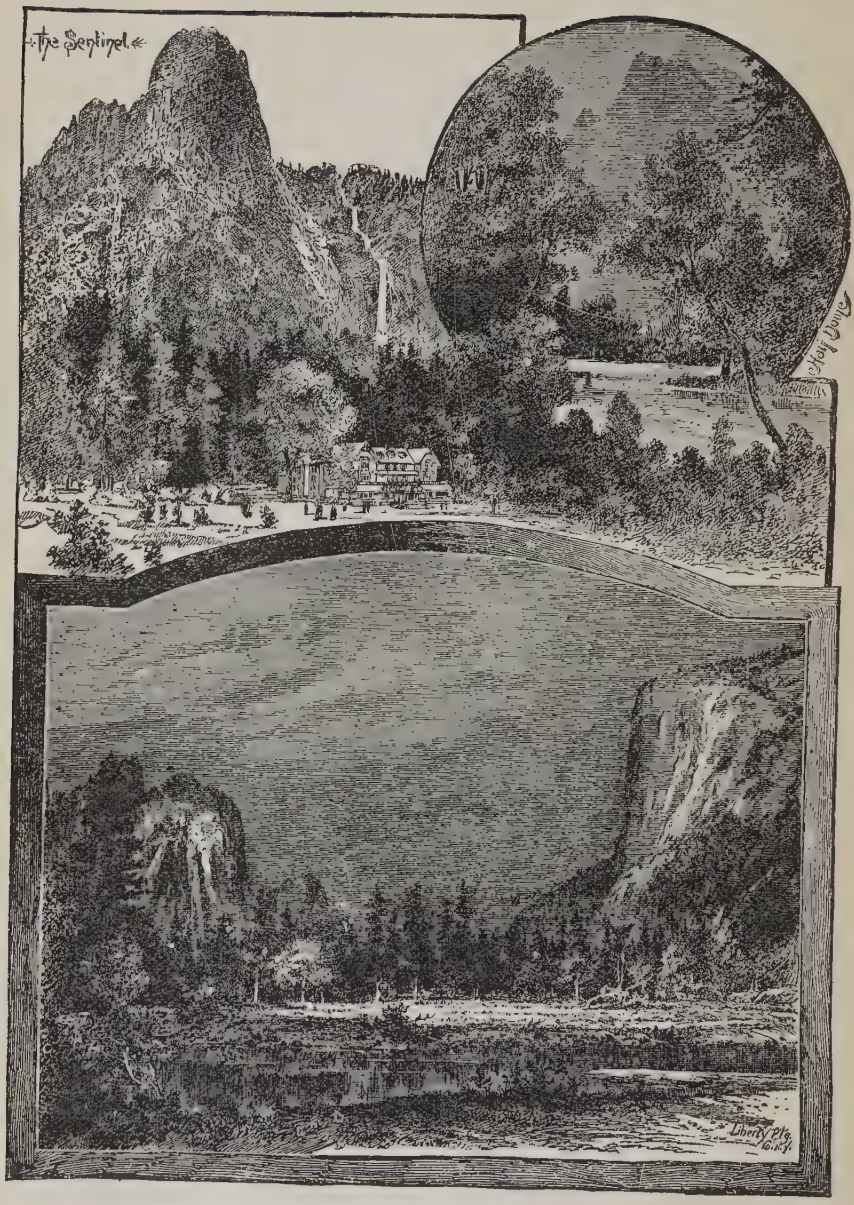


INSIDE AND OUTSIDE HEADERS—DEL MONTE.

Being fully inclosed, and yet light as day, the guest experiences no inconvenience of any kind in walking through them; on the contrary, the two arcades make delightful little promenading places. The dining-room is 162 by 66 feet, nearly double the size of the old one, and will comfortably seat 500 people at once. The park grounds surrounding the Del Monte have no equal on this coast, and it is a mere question of time when they will have no superior anywhere. Nature endowed them with prodigal liberality, and the owners are supplementing nature's efforts with an equally prodigal expenditure of art. Croquet plats, an archery ground, swings, lawn tennis grounds, choice flowers, shrubs, trees, beautiful walks, and, in short, everything which an experienced landscape gardener's artistic eye can suggest, is being done for the improvement of this favored spot.

Monterey. This quaint and romantic old town, the capital of California when the territory was acquired by the United States, and the place where Fremont first raised the stars and stripes and took formal possession of the country, is one of the most interesting places to visit in California. Monterey is situated on the lovely bay of the same name, 125 miles from San Francisco by the Southern Pacific Railroad, and can be reached in 3½ hours by taking the fast Monterey train, leaving the city at 2:30 P. M. This is the fastest train on the Pacific Coast, and one of the most elegant in equipment in the world. There is probably no place upon the Pacific Coast so replete with natural charms as Monterey. Its exquisite beauty and variety of scenery is diversified with ocean, bay, lake and streamlet; mountain, hill and valley; and groves of oak, cypress, spruce, pine and other trees. The mountain views are very beautiful, particularly the Gabilan and Santa Cruz spurs. The Bay of Monterey is a magnificent sheet of water, and is twenty-eight miles from point to point. It is delightfully adapted to boating and yachting; and many kinds of fish may be taken at all seasons of the year. For bathing purposes the beach is all that could be desired—one long, bold sweep of wide, gently sloping, clean, white sands — the very perfection of a bathing beach; and so safe that children may play and bathe upon it with entire security. There are also great varieties of sea-mosses, shells, pebbles and agates, scattered here and there along the rim of the bay, fringed, as it is at all times, with the creamy ripple of the surf. (Population, 2,300. Distance from San Francisco, 125 miles. Elevation, 5 feet.)

Pacific Grove, a short distance from Monterey, is to the Pacific Coast what Nantucket, Martha's Vineyard and Ocean Grove, are to the Atlantic sea-side resorts, except that the Pacific Grove retreat has as equable a temperature as Monterey itself, and is kept open all the year round. It is delightfully situated on the beautiful Bay of Monterey, less than two miles from the old town, and in loveliness of location cannot be excelled, its graceful pines extending to the water's edge.



YOSEMITE VALLEY.

TO THE YOSEMITE.

NO one who visits San Francisco can afford to return home without seeing nature's great temple of wonders—the Yosemite. The way thither has been greatly smoothed by the Southern Pacific Railroad, and each succeeding year sees improvements in this direction. What was formerly an undertaking of considerable magnitude and difficulty, has now become an easy journey, and one fraught with pleasure in the taking It is only a vacation jaunt, requiring four days to make the round trip. The valley is 259 miles from San Francisco, 178 miles to Berende, on the route already described in the trip to Los Angeles, thence 21 miles by rail to Raymond, and 60 miles by stage to the valley. It is now all rail to the foot-hills of the Sierra Nevada Mountains, where the traveler is transferred to the most approved pattern of stages (or carriages, really), and is delightfully whirled up into the Land of Wonders over an excellent road, through giant timber, across ice-cold rivulets, and past cataracts which send their spray into the sunlight, embellished with the colors of the rainbow. Mr. Ben. C. Truman, the veteran traveler and writer of the Pacific Coast, speaks as follows concerning this wonderland: "Some few years ago we visited the Yosemite in company with a gentleman who had traveled largely, and who had written much of the scenic attractions of Europe, Asia and America, and who exclaimed, as we reached 'Inspiration Point': 'My God! self-convicted as a spendthrift in words, the only terms applicable to this spot I have wasted on minor scenes.' And it was, unfortunately, true, that language failed to give adequate utterance to the emotion of my friend upon that occasion, and his hitherto facile pen failed to perform its functions with its characteristic felicity and brilliancy. This has been the case with many, however, if not with all others; and, thus, the pre-eminent grandeur and magnificence of the Yosemite remains, after all, untold. Indeed, its charms must really be seen and felt; for it is an absolute fact, that neither pencil nor brush, nor photographic process, can give them faithful protraiture."

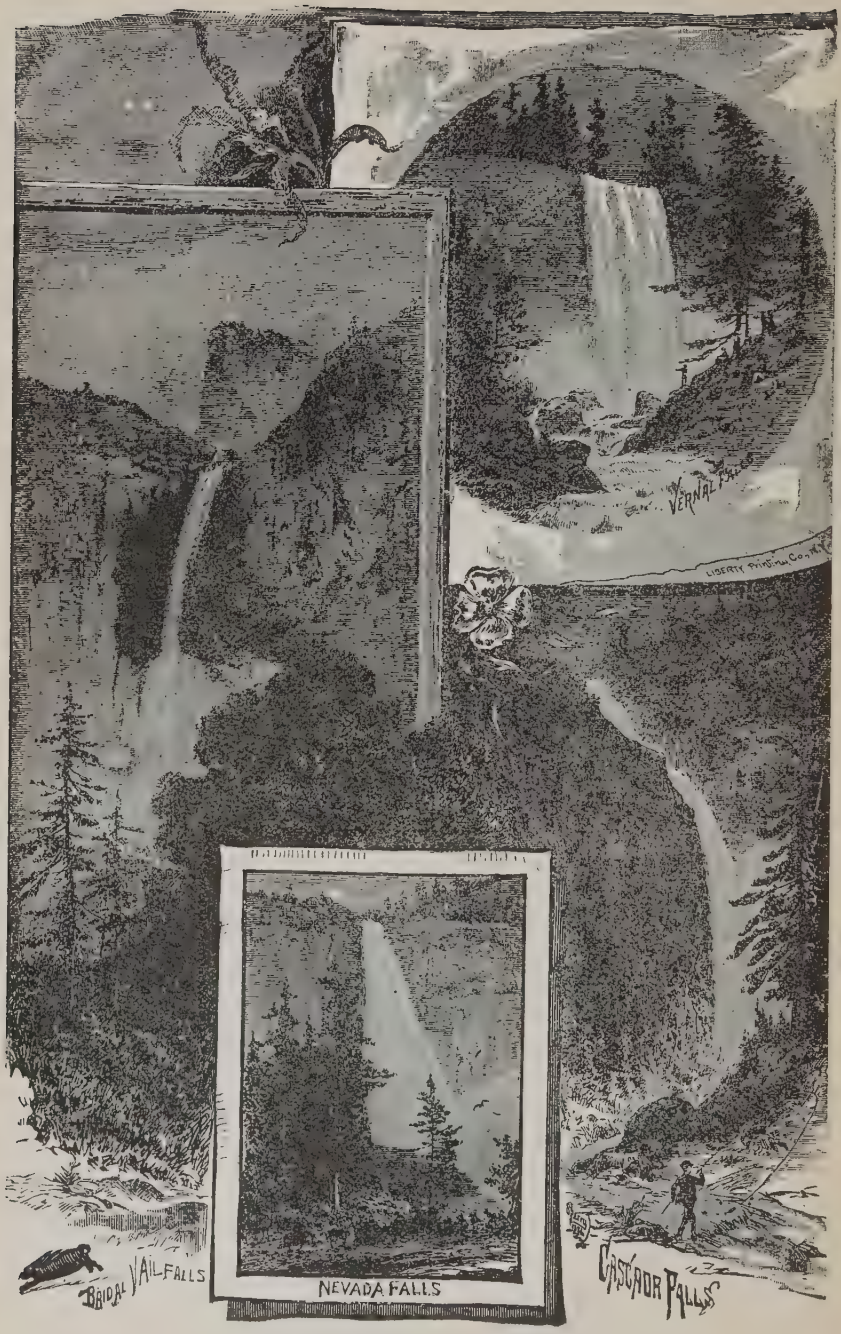
YOSEMITE.

A Valley of Wonders.

The

Climax of Grandeur and Beauty.

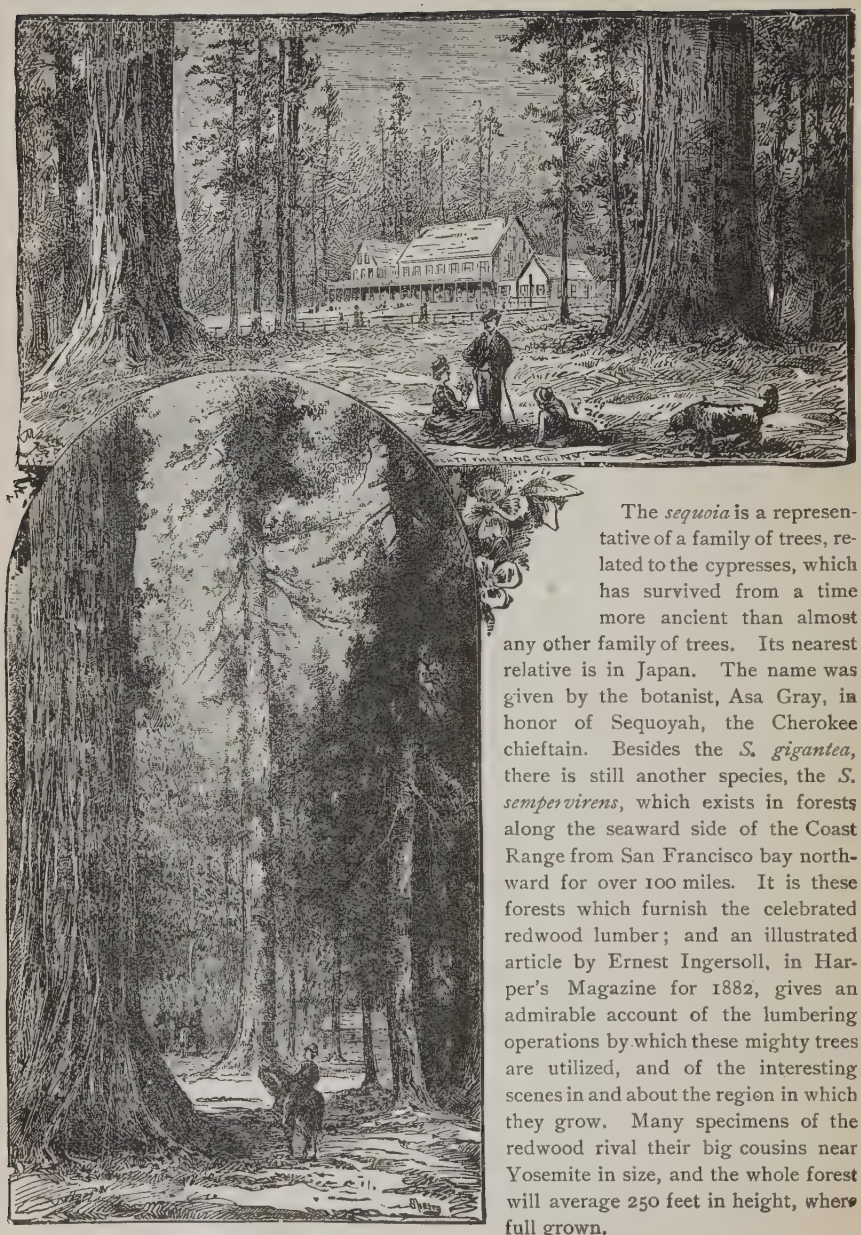
The Yosemite Valley is about 150 miles, in an almost easterly direction, from San Francisco, and nearly midway of the state, between the northern and southern boundaries; it was for many years the rendezvous, or permanent abiding place, of hostile Indians, who had a legend for every point of interest, whether of water or rock. The place was first seen in 1850 by a number of white men, who had formed themselves into a military company to punish or compel peace with bands of murderous Indians; it was taken possession of in March, 1851, by an expedition under the command of Captain Boling, which invaded the aboriginal stronghold, killed several of its defenders, and either stampeded or compelled peace with the rest. The valley is some 15 miles long, by about one-third of that distance in width, and is undoubtedly the most wonderful combination of chasm and dome, cliff and cañon, mountain and valley, river and waterfall, cataract and streamlet, winter and summer,


VERNAL
LIBERTY PHOTO-PRINTING CO., N.Y.
NEVADA FALLS
BRIDAL VAIL FALLS
CASCADE FALLS

and sunshine and shadow, to be seen in the world—especially within a radius of eight or ten miles. Among the most noted and majestic elevations, which rise right up vertically, many of these seeming like hewn rock, are: El Capitan, 3,300 feet above the floor of the valley; Cathedral Rock, 2,660 feet above the valley; Three Brothers, 3,830 feet; The Sentinel, 3,043 feet, with cascades of 3,000 feet fall, Washington Column, 1,875 feet; Dome and Royal Arches, 3,568 feet, down which descends a cataract of 1,000 feet; The Half Dome, 4,737 feet; Cloud's Rest, 6,150 feet; Glacier Point, 3,200; Sentinel Dome, 4,150; Eagle Point, 4,200, and many others of greater or less altitudes. The most noted waterfalls are the Yosemite, which first displays an unbroken descent 1,500 feet, then 600 feet of partly hidden cataracts, and a final leap of 400 feet—2,526 in all; Bridal Veil, 900 feet; Vernal Falls, 400, and Nevada Falls, 600 feet. There are many other points of interest, conspicuous among which are the Merced River, Mirror Lake, and romantic drives and climbs without number. There are a number of good hotels in the valley, and tourists are driven right up to their doors. The best time for visiting the falls is from the first of April until the end of July; but it is accessible until the snows of November close up its means of ingress and egress for several months.

The Big Trees. Thirty-five miles from Raymond is the Wawona Hotel (formerly Clark's) one of the most exquisite spots in the Sierra Nevada. There is an abundance of game near by, such as bear, deer (in great plenty), mountain quail, grouse and smaller game, while the adjacent streams abound in trout. It is from this hotel that tourists make their pilgrimage to the Mariposa Big Tree Grove, which is six miles, and is made in a carriage, and for which there is no extra charge for those holding through tickets to and from the Yosemite Valley. In this mighty grove there may be seen a large number of trees more than 300 feet in height, and varying from 50 to 93 feet in circumference, according to Professor Whitney's official measurement.

The Calaveras Grove, which was the first one discovered (by a hunter named A. T. Dowd, in 1852), has a magnificent lot of mammoth trees, also piercing the clouds at heights exceeding 300 feet, and measuring 80, 90 and 100 feet around at the ground. Most of these have marble slabs containing the names of distinguished soldiers, navigators, statesmen, poets, travelers and authors. The Calaveras Grove is 131 miles from San Francisco by rail, and 44 by stage—175 miles in all. The Mammoth Grove Hotel has lately been enlarged, and can now accommodate one hundred guests. There is a post-office, express and telegraph office at the hotel. It faces the grove, having the greater number of trees to the left, looking from the veranda, and the Two Sentinels immediately in the front, about two hundred yards to the eastward. The valley in which the hotel is situated contains of the Sequoia trees, ninety-three, not including those of from one to ten years' growth.



BIG TREES OF CALAVERAS.

The *sequoia* is a representative of a family of trees, related to the cypresses, which has survived from a time more ancient than almost any other family of trees. Its nearest relative is in Japan. The name was given by the botanist, Asa Gray, in honor of Sequoyah, the Cherokee chieftain. Besides the *S. gigantea*, there is still another species, the *S. sempervirens*, which exists in forests along the seaward side of the Coast Range from San Francisco bay northward for over 100 miles. It is these forests which furnish the celebrated redwood lumber; and an illustrated article by Ernest Ingersoll, in Harper's Magazine for 1882, gives an admirable account of the lumbering operations by which these mighty trees are utilized, and of the interesting scenes in and about the region in which they grow. Many specimens of the redwood rival their big cousins near Yosemite in size, and the whole forest will average 250 feet in height, when full grown.

FROM SAN FRANCISCO TO THE GREAT NORTHWEST.

ALONG reach of most interesting country lies between San Francisco and Portland, Oregon. Seven hundred and seventy two miles intervene between the two great cities, and it is our purpose to take the reader with us on this journey. There are two routes by rail; and, of course, the ocean highway is open to all who wish to go by steamer. The rail routes are east of the Sacramento River to Tehama, and west of the river to the same point, 125 miles from San Francisco, where the two lines form a junction. The route generally taken by tourists is that east of the river; and this is the route chosen for our journey. From San Francisco we return on the Overland route (by which we entered the city) as far as Roseville Junction, eighteen miles beyond Sacramento. Here we turn northward, leaving the main line behind us, and are fairly embarked on our journey to the Great Northwest.

Lincoln is a small manufacturing town, where great quantities of pottery and sewer pipe are made. (Population 600. Distance from San Francisco, 119 miles. Elevation, 167 feet.)

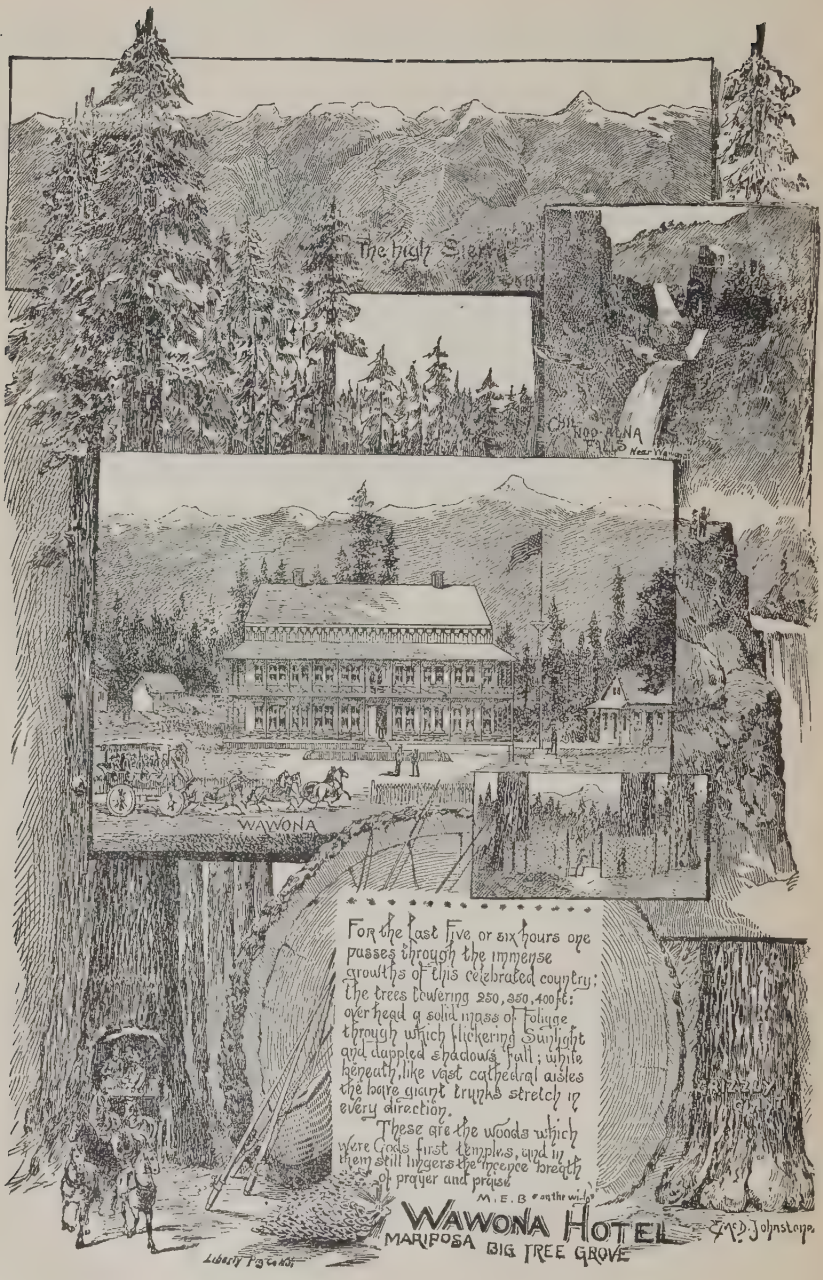
Passing through Sheridan, a village surrounded by grazing lands, we come to

Wheatland. Fitly named, it being in the centre of a fine wheat region. The town is well built, and has the usual complement of good business houses, churches, schools, etc. (Population 600. Distance from San Francisco, 130 miles. Elevation, 90 feet.)

The Yuba River. Leaving Wheatland we are soon crossing the bottom lands of what the latest maps call the Bear River, but which "old timers" know as the Yuba; a name which, it seems to us, should by all means be retained. The Yuba is here a vagrant stream, inclined to "spread itself" entirely too much for the convenience and comfort of the farmers; hence, it has been confined within great dykes, which extend as far as the eye can reach up and down the river. The road crosses the bottoms on trestle work.

MARYSVILLE.
Flourishing Commercial City.
County Seat of Yuba County.
Population, 6,000.
Distance from SanFrancisco, 143 Miles
Elevation, 66 Feet.

This thriving place is the leading town of Northern California, the depot for the product of Yuba and Sutter Counties, and is situated at the head of navigation on Feather River and on the right bank of the Yuba. It has a population of 6,000. It is known throughout California as being the neatest built city in the State. Splendid business blocks; fine residences; magnificent gardens, where flowers bloom the year round; best of schools and academies; eight churches; large manufacturing interests; flour mills; finest woolen mill in the State; fruit cannery; iron foundry, etc. The city is lighted by gas and electricity. The water supply is considered the best in the State. The trade of Marysville to-day is greater than any town north of Sacra-



For the last five or six hours one passes through the immense growths of this celebrated country; the trees towering 250, 350, 400 ft: overhead a solid mass of foliage through which flickering sunlight and dappled shadows fall; while beneath, like vast cathedral aisles the bare giant trunks stretch in every direction.

These are the woods which were Gods first temples, and in them still lingers the breeze breath of prayer and praise

M. E. B. on the wing

WAWONA HOTEL

MARIPOSA BIG TREE GROVE

Chas. D. Johnstone

Liberty Photo

mento. It is the trade centre for a large country outside of Yuba County. It enjoys the trade of all Yuba and Sutter, and part of Butte, Colusa, Sierra, Placer and Nevada Counties. Two lines of railroad enter the town, and a third is now being pushed forward. Ten trains a day enter and depart. Steamers and barges ply on the river, carrying freight to and from San Francisco. It is one of the terminal points on the railroad. In climate, Marysville can not be be excelled. No extremes of heat and cold; but a pleasant, equable temperature, equal to, if not the superior of, the climate of Italy. Epidemic diseases of any kind never obtain a footing here; Marysville has been singularly free from such afflictions. With the fast increasing tide of immigration which is now turning to California, and with the new and varied industries which are now springing up here, as the producing power of the lands are becoming known, Marysville will, in a short space of time, no doubt, be one of the leading towns of California. Frosts are very rare, and when they do occur, very little damage to vegetation results, owing to the great

SIR JOSEPH HOOKER OAK, CHICO VECINO.
29 Feet in Circumference.

dryness of the atmosphere. The same characteristics also make life very enjoyable, and render this section one of the healthiest in the State.

Oroville is situated on the Feather River, 28 miles from Marysville. It is the northern terminus of the Northern California Railroad, which runs from Marysville, 28 miles to the south. The town is well built, the business buildings being of brick, and the residences are almost universally neat and handsome, surrounded with lawns set with a wealth of flowers, palms and blooming orange trees. The church and school facilities are all that could be desired. One daily and two weekly papers are published. There is abundant water-power awaiting the establishment of manufactories, and a flouring mill and a large sash and door factory are now in operation. But the glory of Oroville is mainly in the region about it. The western part of Butte County, near the Sacramento River, is level, the eastern part includes the western slope of the Sierra Nevada Mountains, while the central portion consists of low foothills, gradually increasing in altitude,

as the mountains are neared. This strip of sloping foothills, twenty miles in width, consists of a rich, gravelly soil, remarkably productive. The climate of this region, which is known as the "Thermal Belt," is of peculiar salubrity, being milder both in winter and summer than in the lower portion of the valley, and resembling that of the most favored countries about the Mediterranean Sea. The summer's heat is here tempered to an even mildness, and in the winter the formation of thin ice in the open air is of rare occurrence. Snow is a natural curiosity, and outdoor work is uninterrupted the year round. The average rainfall is about 22 inches. Experiment has shown that the conditions of climate and soil make this region the natural home of the orange, olive, lemon, fig and other semi-tropical fruits, while all the known deciduous fruits, including the hardy apple, flourish and yield in unsurpassed abundance. When, at the Northern California Citrus Fair, held in January, 1886, Butte County was awarded the first premium, the people of the county awoke to the fact that they lived in a fine orange-producing region, and since then great numbers of orange orchards have been planted. Each December since then a great citrus fair has been held at Oroville, and so marked has been their success, and so wonderful their revelations and their magnificence, that Oroville is rapidly becoming as noted as Riverside. While citrus fruits made up the most important features of these fairs, all the products of the county were also represented, and the Butte County Citrus Fairs are undoubtedly the greatest show of the fruits of the earth ever gathered together under one roof, including the fruits of nearly all climes, and all produced in one county. The country about Oroville is undoubtedly the greatest fruit-producing region in the State, offering great inducements to settlers, while it is equally wealthy in a great variety of other resources.

Returning to Marysville we resume our northward flight, the Sacramento Valley being on our left, while the Valley of the Rio de Los Plumas, or, as it is now popularly called, the Feather River Valley, is on our right. Following this course we pass through Live Oak, Gridley, Biggs, Nelson, Dunham, and arrive at

CHICO

An Ideal Residence City.

Population, 6,000.

Distance from San Francisco, 186 miles.

Elevation, 193 feet.

The largest town in Butte County, Chico, situated on Chico Creek, five miles from the Sacramento River, and on the line of the California & Oregon Railroad. Chico is the centre of the finest agricultural portion of the county — perhaps the finest in the State. The famous "Rancho Chico property of Gen. John Bidwell adjoins the town on the north, the rich and varied fruits of which have attracted such marked attention at all fairs and expositions throughout the United States. Chico Creek is a clear and beautiful mountain stream, flowing sufficient water all the year to supply power for Gen. Bidwell's large flour mill, until its capacity was so enlarged as to require the supplemental aid of steam. Steamers run on the Sacramento River to Chico Landing and points above, carrying immense quantities of grain to the bay on barges. Chico is a beautiful city, and its population is principally American, agriculture and its adjunct employments being the chief elements of its life. But it has also tributary to it a fine mining region, up Butte Creek, and an immense lumber region to the east and north. In this latter there are five or six large mills at work. A V-flume comes to the city from the mountains, in which the lumber is floated from the mills to the town, so rapidly that a few years ago a beam of timber was sawn in the mill, thirty miles away, flumed to Chico, drawn through the town to the water-works building,

fitted for its purpose and wrought into the building, all within the working hours of a single day. Chico has a regular town government, with police officers and an excellent fire department, which owns two steam fire engines. It has gas and water-works, and is supplied with electric light. There are two banks in flourishing condition. Seven churches, representing as many denom nations, adorn the city, and two large and elegant public school buildings and two private academies are filled with children. The streets are wide, well kept and shaded. Very many private residences are large and handsome, and the homes of the people all indicate intelligence and comfort.

Chico Vecino. This is an attractive suburb of Chico, included within the boundaries of the well known Rancho Chico. There are one thousand acres in the town site, the plat of which has been laid off in five-acre tracts. Here there will soon be one of those delightful fruit-raising colonies for which California is becoming famous. From Chico to Tehama we roll along through a fine fruit and agricultural country, passing the stations of Vina, Nord, Anita, Cana, Soto and Sesma.

ON THE RIO CHICO.

Tehama is the junction of the Willows Branch of the Southern Pacific Railroad with the main line. It is situated in a good wheat-growing country on the west bank of the Sacramento River, and here irrigation is not found necessary for the production of crops. Stock-raising and lumbering are large tributary industries. (Population, 700. Distance from San Francisco 213 miles. Elevation, 222 feet.)

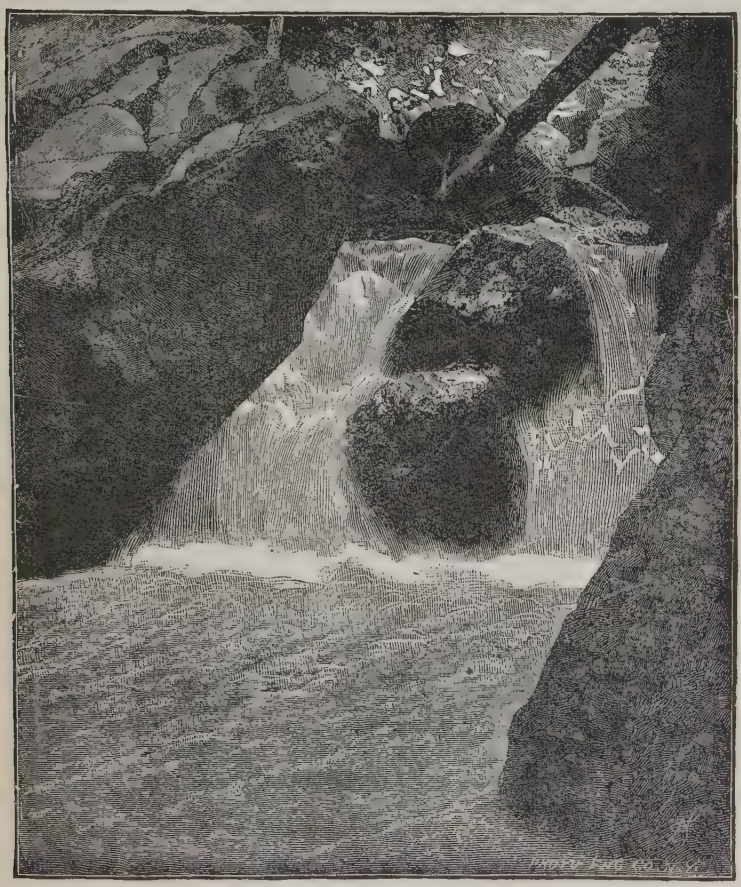
Seven miles beyond Tehama we pass through Rawson, and five miles farther on reach

Red Bluff, the county-seat of Tehama County which is one of the most thriving towns of the State. It is a growing town in one of the richest sections, and it has an elevated and sightly location. Its streets are wide and well graded, lighted by electricity; and there is no place in the United States better drained. The Sacramento River here is a clear, rapid stream, lined with beautiful trees and vines. On all the three other sides there are ravines or valleys through which streams run, which give the perfection of drainage. Its public and business buildings are fine architectural structures; and its private residences are nowhere excelled for taste, elegance, and the beauty and the wealth of their floral surroundings. The streets are lined with popular, elm, white maple, locust, acacia and pepper trees, which will soon make a veritable forest city. There are also many fine residences. Tehama County is the great grain-growing county of the State; 8,000,000 bushels of wheat and 2,500,000 bushels of barley have been harvested in one season from its fertile lands Tehama has about 400,000 sheep, which produce 2,500,000 pounds of wool annually. The numbers of cattle, horses, mules and swine are large. In this county the celebrated Vina Ranch is located, embracing 56,000 acres, a

NAPA SODA SPRINGS CAL.

princely property, which, through the unexampled generosity of Senator and Mrs. Stanford, has become the heritage of the children and of the coming generations of the Pacific Coast. (Population, 3,500. Distance from San Francisco, 225 miles. Elevation, 307 feet.)

The grade is now steadily upward as we press onward in our journey. From Red Bluff to Sissons, a distance of 113 miles, we make an ascent of 3,245 feet.



TWIN FALLS.

Through a broken country, and crossing a number of rapidly flowing creeks, we pass through Hooker and Cottonwood (small stations) and arrive at

Anderson. Which is a beautiful and very lively town of 1,500 inhabitants, on the line of the California & Oregon Railroad. It lies a mile and a half from the Sacramento River, 8 miles south of Redding, and 222 miles north of Sacramento. The town is attractively laid out, with wide, well shaded streets, lined with cosy and beautiful homes. The leading hotel in the place is a fine one, costing $20 000. There are fine schools; the usual churches; a fine roller

flouring mill; good, substantial brick business buildings; water works, furnishing an abundant supply of pure water from the mountains; and a live weekly paper, besides many other evidences of enterprise and progress. The semi-tropical climate of the Sacramento Valley generally prevails in the region about Anderson, which is noted for its healthfulness. The summers are rather warm, though dry, and the mercury rarely reaches 105 degrees, 85 degrees being about the average. The winter, or rainy season, is delightful, and resembles April or May in the Eastern States. (Population, 750. Distance from San Francisco, 249 miles. Elevation, 432 feet.)

Redding. No town of Northern California has a more promising future, and exhibits at the present time more enterprise, activity and rapidity of growth than Redding, in the southwestern part of Shasta County, of which it is the county-seat. It is at the upper end of the great Sacramento Valley, 169 miles north of Sacramento, and is built on a plateau on the bank of the Sacramento River, here a clear mountain stream which sweeps around the town to the east and south. No town in the State has a more charming and picturesque location. The brief history of Redding is one of rapid progress, and never has it been more marked than now. Its population has increased from 500 in 1883 to over 2,000 at the present time, and with the rapid development of the county, which will follow the recent completion of the first railroad through this region, and the vast territory that must remain tributary to Redding, extending in some directions a hundred and fifty miles, a rapid and continued growth is assured. The city has water and gas works, a great variety of manufactories, many important buildings, a fine court house and jail, two newspapers, good schools and several churches. The river here affords fine water power and the lumber interests of the country tributary to Redding are immense. The future of this lively place depends largely on the development of the country about it; and with the great variety of soil, climate and products, the thousands of acres of cheap, unoccupied lands that only await intelligent cultivation to yield great profits, and with the other almost inexhaustible resources which the country possesses, there can be no question on this point. During the past few years the country has made rapid strides, many settlers have invested, building has amounted almost to a boom, new industries started, and thousands of acres of orchards and vineyards have been planted. No part of California offers such inducements to the farmer, the laboring man, the capitalist, or the home-seeker, as Shasta County. There is a delightful semi-tropical climate in the valleys and plateaus of the south, and a gradual change is noted as higher altitudes are reached, that of the mountains resembling the New England States. The climate of the southern portion of the county is indicated by the fact that orange trees flourish and bear abundantly. The county is noted for the number and beauty of its clear, sparkling streams, which burst from the mountains through wild, picturesque cañons, and flow onward through small fertile valleys of great beauty. In these mountain streams the finest trout-fishing in the State is found. (Population, 2,500. Distance from San Francisco, 260 miles. Elevation, 551 feet.)

Wild Scenery. After leaving Redding our course is directly toward the Shasta Range of mountains, and the scenery grows in grandeur as we advance. Within a distance of 80 miles we cross the Sacramento River eighteen times, and pass through just an even dozen of tunnels. Grander and grander grows the scene as we advance. The roll of stations as given in the railroad time tables gives no idea of the beauty which surrounds these villages, but as a matter of record we will name them as follows: Middle Creek, Copley, Kennet, Morley, Elmore,

Smithson, Delta, Slatons, Gibson, Chromite, Sims, Castle Crag, Lower Soda Springs, Chestnut, Dunsmuir, Upper Soda Springs, Cantara, Mott, McCloud and Sisson. The Soda Springs mentioned above are of interest to the tourist and health seeker, being medicinal in their qualities, and having good hotel accommodations. The Lower Spring is two miles below Dunsmuir, and the Upper Spring one mile above. Beyond Upper Soda Springs we pass through a tremendous gorge, whose beetling crags tower above our heads, and before McCloud is reached we circle the Big Bend of the Sacramento River, traveling over five miles to gain an advance of half a mile; but it must be considered that we have also gained an additional elevation, nearly six hundred feet. At Castle Crag is the famous "Tavern of Castle Crag" a resort of growing prominence, from which excursions to the summit of Mt. Shasta are easily made.

SHASTA.
The Monarch of the Range.
Altitude: 14,440 feet above the Sea.
Local Elevation: 10,885 feet.

As we near Sisson, Mount Shasta, of which we have obtained brief glimpses through the pines, bursts into full view in all its sublime magnificence. This noted snow capped peak, towers to the height of 14,440 feet. It is an extinct volcano, and its snows and glaciers feed hundreds of streams which thread the wild region in every direction. Sisson is a regular meal station, situated in Strawberry Valley, one of the most beautiful vales of California. It is a new but rapidly growing town, with stores, hotels, a weekly paper, a fine depot, and a round-house and repair shops. Here is obtained the finest view of Shasta, and it is the only convenient point from which the ascent can be made. But few parties succeed in reaching the summit, and the attempt is only made in midsummer and then with trusty guides. The feat is exciting, but the view is grand beyond description. The region about Sisson is a paradise for the sportsman and the lover of nature. Grizzly, black and cinnamon bears abound; elk, deer and mountain sheep are plenty, as well as a great variety of smaller game. The mountain streams teem with trout, and often the sport loses its zest through the very abundance of the beauties. The McCloud and the Pitt Rivers are the most noted streams, though others are equally attractive. The McCloud runs through the most uninhabited and unexplored region on the coast. No region in the State is so delightful for camping, and hundreds of parties go there every year. At Sisson, camping and hunting parties can be provided with complete outfits at moderate cost. As has been said, Sisson is situated at the foot of Mount Shasta, and is noted for its magnificent scenic attractions. From Redding northward the California & Oregon road is the scenic route of California; and at Sisson, at the base of Mount Shasta, 80 miles north of Redding, the acme of interest is reached. While there are many places in California replete with beauty and grandeur, there are none which, for infinite variety of scenery, wildness and abundance of everything to delight the sportsman, artist and tourist, can compare with the region about Sisson. (Population, 250. Distance from San Francisco, 338 miles. Elevation, 3,555 feet.)

Muir's Peak. After leaving Sisson we circle the base of Muir's Peak, locally known as "Black Butte," which rises to a perpendicular height of 3,000 feet above our heads. It is black, bare and desolate,—an extinct volcano, with

HEADWATERS OF SACRAMENTO RIVER
6th Crossing S.P.Co. Oregon division

half a dozen craters in plain view. We are now among the mountains, and pass in succession the stations of Igerna, Edgewood, Gazelle, Grenada, Montague, Snowden, Ager, Hornbrook, Zuleka and Coles.

The State Line. Two miles beyond Coles station we cross the State line, and, entering Oregon, begin the ascent of the Siskiyou Mountains. This ascent is a wonder of railway engineering. The statistical facts concerning this achievement may be condensed as follows:

Elevation at State Line	2,859	feet
" Coles Springs	3,775	"
" Tunnel No. 13	3,108	"
" Tunnel No. 15	3,710	"
" Tunnel No. 16	2,977	"
Length of Tunnel No. 13	4,160	"

The mathematician has the advantage here. He can tell exactly the facts concerning this great work; but the descriptive writer strives in vain to convey to the reader the beauty and grandeur of the scene. The southern slope of the range is denuded of trees, while the northern side is covered with a dense growth of pine.

Siskiyou Station. This is the summit of the range, and the highest point on the entire line, being 4,135 feet above the level of the sea. The mountain view from this coign of vantage is indescribably magnificent. To the east is the Cascade Range, extending to the north for full four hundred miles; to the northeast is Mount Pitt, while still farther on are Mounts Scott, Threlson and Diamond Peak,—monarchs of the Cascades. To the west are the peaks of the Siskiyou and Coast Ranges; to the south are the Two Sisters, Mount Lassen, and above all imperial Shasta rears his head. Lakes, rivers and valleys lie spread out before us like a map; and, in a word, for variety, grandeur, beauty and extent, this view has no equal on the continent.

Ashland. At the foot of the Siskiyou Range, on the eastern slope, is situated this beautiful little town, in a delightful valley. The town was established in 1850; and in 1887, on December 17, Mr. Charles Crocker, of San Francisco, drove the last spike which completed the railroad connection between California and Oregon. The town of Ashland has entered upon a season of great prosperity, being the seat of the State Normal School, and having the White Sulphur Springs within near proximity. It is a large shipping point for wheat, and also for fruit. (Population, 2,000. Distance from San Francisco, 431 miles. Elevation, 1,891 feet.)

Rolling along through the valley we pass Phœnix and Medford, prosperous towns of moderate size.

Jacksonville is the county-seat of Jackson County, and is connected with Medford, four miles distant, by stage. (Population, 1,200. Distance from San Francisco, 450 miles. Elevation, 1,399 feet.)

Rogue River Valley. We are now in the Rogue River Valley, and are following the stream in its downward course. The valley averages about three miles in width, with high hills on each side, covered with a strong growth of grass and in places heavily timbered. The products of this valley are berries, nuts and fruit. Fishing and hunting can be found here of the best quality. The stations which follow Medford, are: Gold Hill, Grant's Pass, Merlin, Aeta, Almaden, Glendale, Riddles, Myrtle Creek, Oak Grove, Dillard and Greens.

"THE OLD CABIN, ON THE COLUMBIA."

SCENIC ATTRACTIONS.

A Panorama of the Grand and Beautiful in Nature.

For a stretch of over one hundred and fifty miles from Grant's Pass, the country presents a wonderful panorama of grand and beautiful scenery. Mountains are all around us. To the right the Cascade Range, to the left the Coast Range. Gorges before us!—cañons behind us! Little valleys of entrancing loveliness are crossed; sparkling streams abound, forests of oaks and pines, of hemlocks and madrones are threaded; in a word, the variety is infinite, the beauty indescribable.

Roseburg is the county-seat of Douglas County. Through the town flow the Umpqua River and Deer Creek, which furnish water-power and a plentiful supply of pure water for domestic purposes. Agriculture, horticulture and pastoral industries are tributary. (Population, 1,500. Distance from San Francisco, 574 miles. Elevation, 487 feet.)

The Valley of the Umpqua. This valley, situated between the Coast Range of mountains and the Calapooias, is exceedingly fertile, being especially adapted to agriculture and the growing of fruit. The valley ranks third in size among those of Oregon, those of the Willamette and Umatilla being greater in area. A historical interest attaches itself to the Umpqua Valley, for in its quiet confines lie the remains of the brave soldier and public-spirited citizen, General Joseph Lane. His grave is in a little churchyard, a mile from Roseburg. After leaving Roseburg, the stations occur in the following order: Wilbur, Oakland, Rice Hill, Youcalla, Drains and Comstocks.

Divide is on the water-shed between the waters of the Umpqua and Williamette Rivers. Latham, Cottage Grove, Walkers, Creswell, Goshen and Springfield are the succeeding stations.

Eugene is the county-seat of Lane County, situated on the right bank of the Willamette River, and is a thriving, prosperous town. Here has been established the University of Oregon, which is one of the leading educational institutions of the State. The Willamette is navigable from Portland to this point for steamers of light draught; but freight traffic is now carried mainly by the railroad. This is a fine agricultural and fruit country, and shipments of these products from Eugene are large. (Population, 4,200. Distance from San Francisco, 649 miles. Elevation, 455 feet.)

Beyond Eugene are Irving, Junction City, Harrisburg, Muddy, Halsey, Shedds, Tangent and Albany Junction.

Albany, the county-seat of Linn County, is an enterprising, growing town. For a country which eastern people consider so "new," this town has great "antiquity," having been established in 1848. Here is located the Albany College and other schools of excellent quality. The town has good business and private buildings, water works,—in fact all of the modern improvements. (Population, 5,000. Distance from San Francisco, 692 miles. Elevation, 240 feet.)

Millers, Jefferson, Marion and Turner are the stations passed after leaving Albany before Salem is reached.

Salem is the State capital and the county-seat of Marion County. It is situated on the left bank of the Willamette River, which furnishes unlimited water-power. Here are located the State institutions, including the Insane Asylum, the School for the Deaf and Dumb and Blind, the Penitentiary and the Indian Training School. Steamers ply regularly between Portland and Salem, and the amount of lumber shipped annually exceeds three million feet. The Capitol Building

occupies an entire block, and may be seen from the car windows, to our left, after leaving the depot. It need not be said that Salem is a well-built, prosperous city, for the fact that it is the State capital makes such a statement superfluous. (Population, 6,000. Distance from San Francisco, 720 miles. Elevation, 190 feet.)

After we have left Salem we pass the State Fair grounds, two miles from the city, and four miles farther on Chemawa is reached, which is the immediate site of the Indian Training School. Beyond are the stations of Brooks, Woodburn, Hubbard, Aurora, Barlow, Canby, New Era and Canema.

Oregon City is the county-seat of Clackamas County, and is noted for its magnificent water-power, being located at the great falls of the Willamette River. Here were constructed the canal and lock system which make the Willamette navigable beyond the falls. This system cost half a million dollars. Oregon City is a thriving town boasting all the modern improvements, and doing a large business. (Population, 3.200. Distance from San Francisco, 575 miles. Elevation, 95 feet.)

Beyond Oregon City we pass through the following stations: Clackamas, Milwaukee, Wellsburg, Machine Shops and East Portland. These are really suburbs of Portland, as the distance between Oregon City and Portland is only 15 miles.

PORTLAND.

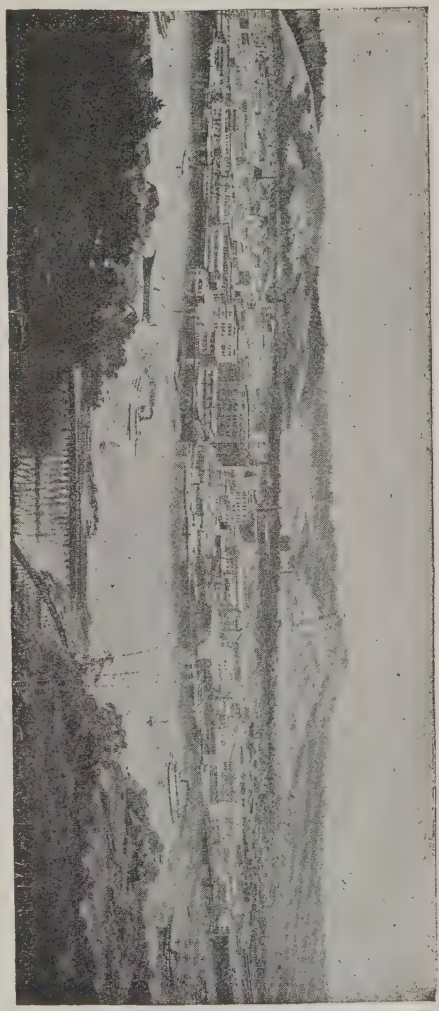
The Metropolis of the Pacific Northwest.

A City of Magnificent Achievements and High Hopes.

This metropolitan city, with its population of eighty-two thousand souls, sits on the west bank of the Willamette River, twelve miles from its confluence with the Columbia, and one hundred and fifteen miles, by river, from the Pacific Ocean. The first settlers came here in 1843, and in 1851 the settlement was incorporated as a city. It is now the metropolis of the Pacific Northwest, and the third richest city in the world, in proportion of the wealth to per capita of population. On the east side of the Willamette, directly opposite Portland, is the city of East Portland, and on the same side, to the northward, around the bend of the river, the city of Albina, both of which contain a population of about ten thousand souls, and are connected with Portland by two bridges. Numerous ferry boats also ply on the river between Portland and her trans-Willamette suburbs. Thus, there are clustered here under three corporate names, a community of sixty thousand people, whose business intermingles, and who are actively engaged in its diversified industries.

The favorable position which Portland occupies for an important commercial city, can be best understood by gaining a knowledge of its location, relative to a large area of very rich country. The Willamette Valley, at the foot of which Portland is situated, contains four million acres of land, and its products are abundant to furnish sustenance for over a million people. Most of this territory is now under cultivation. Wheat has been the chief crop raised, but other cereals, root crops and fruits are now occupying the attention of the farmers, and on the slopes of the mountains that border the valley, stock raising and dairying are found to be profitable industries. The finest flavored fruits in the world are raised here—apples, pears, prunes, peaches, plums, small fruits, melons, etc. In fact, all the products of the temperate zone can be successfully grown in the Willamette Valley. The surplus product of this fertile valley, of course, flows through Portland, to which port it is transported by boats which ply on the Willamette, and railroads which penetrate the country on each side of the river.

The Columbia River, before piercing the Cascade Mountains, flows through and drains a tract of country more than four times as large as the State of New York, and with a soil of wonderful productiveness. The improvement of that vast region is scarcely begun, yet the product has already grown beyond the facilities for moving it, though they are great, and beyond all expectations. But the transportation facilities are increasing rapidly, and that trouble will not last. Anything that can be grown on fertile soil in a mild climate is produced in this basin in abundance, and from Idaho, Washington Territory and Oregon, a constant stream flows to Portland.



PORTLAND FROM EAST BANK OF THE WILLAMETTE.

The mines of Oregon, including those of gold, silver, iron, copper, etc., and the vast mineral output of Montana, Idaho and Washington contribute an important amount to the business of this commercial metropolis. The timber product is by no means inconsiderable, large quantities of lumber being annually turned out. The most extensive salmon fishing in the world, and the general piscatorial indusry of the Columbia and Willamette Rivers, have their main springs of capital in Portland. Situated as she is, at the gateway to the regions mentioned, the resources of which are practically illimitable and easily transported on the rivers that drain them, being accessible to ocean craft, and having a demand for trade from across the sea, being at a point of interchange of foreign and domestic traffic, having a situation favorable for utilizing these various agencies for promoting growth, Portland certainly possesses advantages of location equaled by few cities in the world.

There are five lines of railroad centering in Portland. The Northern Pacific runs north to Tacoma, thence east to St. Paul. It also connects, at Wallula Junction, with the O. R. & N., making a shorter route from Portland to the East. The Oregon Railway & Navigation Company has a line passing up the Columbia River to Wallula Junction, and branching out into various feeders, built and in

CAPE HORN, COLUMBIA RIVER.

LOWER CAPE HORN, COLUMBIA RIVER.

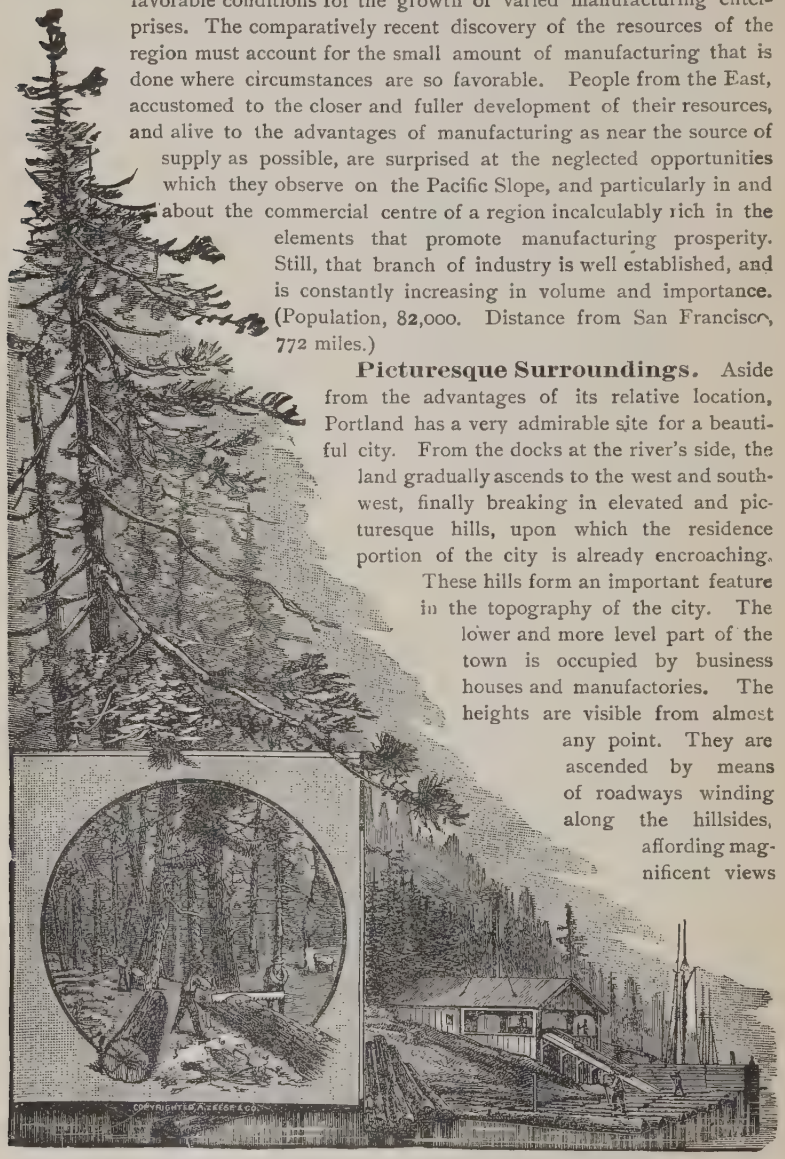
process of construction, ramifying the south-central portion of the great Inland Empire. The connection of the O. R. & N. with the Union Pacific gives a direct trans continental line between Portland and Omaha. The Southern Pacific Company has leased the Oregon & California Railway, which has been completed, and this, besides affording a rail route between Portland and San Francisco, gives a through line, under one management, from Portland, via New Orleans, to New York. This road runs southward through the Willamette Valley. Another line of the Oregon & California starts from Portland, and, running up the west side of the river, forms a valuable feeder, penetrating the heart of the garden of Oregon. This line connects, at Corvallis, with the Oregon Pacific, extending westward to Yaquina Bay, and will soon reach a rich but as yet undeveloped region in Eastern Oregon. Then the Yamhill Division of the Southern Pacific Company affords another outlet for the valley through Portland. Thus, this city is made a terminus for three trans-continental railway systems and has all the advantages of five local roads, besides the water transportation on the Willamette and Columbia Rivers and the Pacific Ocean. The Canadian Pacific is also competing for Portland business, running a steamer between here and Vancouver, B. C , to connect with its China line of steamers, and bidding eagerly for freight and passenger business between Portland and the Eastern States. The Northern Pacific Terminal Company has erected shops in Albina, at a cost of over $500,000, with a capacity for the employment of a thousand men. The company owns nearly eight thousand feet of water front. Besides the shops, there are large grain warehouses, coal bunkers, and a dry dock, owned by the Oregon Railway & Navigation Company.

On the Portland side of the river, about thirty acres of land have been purchased for a site for union passenger and freight buildings, and for a freight yard. The completion of the bridge over the Willamette, which the Oregon Railway & Navigation Company has constructed, enables the improvements contemplated for the Portland yard and buildings to be carried out. This bridge is a steel structure, consisting of a draw span of three hundred and forty feet and a fixed span of three hundred and twenty feet. It is a through bridge, with carriage way and foot-walks above the railroad tracks, and connects Third Street, Portland, and Holladay Avenue, East Portland.

Modern Improvements. The streets of Portland are lighted by incandescent and arc electric lights. The city owns its water-works system. In order to purchase the water-works plant from the private corporation which owned it, the city issued five per cent. bonds to the amount of $500,000, which were readily sold at an average price of $1.08, showing the confidence in the city's financial condition. The city has thirty-two miles of water mains, and the pumping capacity of the works is fifteen million gallons per day. The supply is obtained from the Willamette River, about five miles up the stream. The average daily consumption is five million gallons.

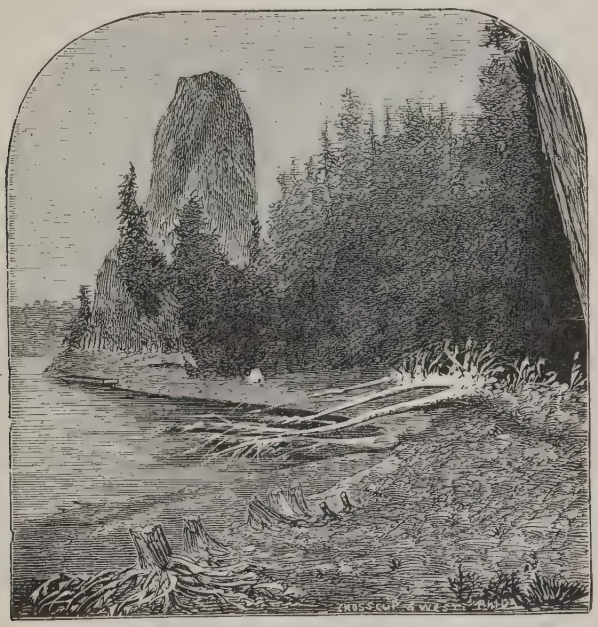
The Portland Paid Fire Department is an efficient organization, operating under the City Board of Fire Commissioners. A fireman's mutual relief association is in operation in connection with the Fire Department.

Manufacturing. The manufacturing advantages of Portland and vicinity are not utilized to an extent at all commensurate with their importance. There is abundant raw material in Oregon, cheap and reliable water power, and generally favorable conditions for the growth of varied manufacturing enterprises. The comparatively recent discovery of the resources of the region must account for the small amount of manufacturing that is done where circumstances are so favorable. People from the East, accustomed to the closer and fuller development of their resources, and alive to the advantages of manufacturing as near the source of supply as possible, are surprised at the neglected opportunities which they observe on the Pacific Slope, and particularly in and about the commercial centre of a region incalculably rich in the elements that promote manufacturing prosperity. Still, that branch of industry is well established, and is constantly increasing in volume and importance. (Population, 82,000. Distance from San Francisco, 772 miles.)



Picturesque Surroundings. Aside from the advantages of its relative location, Portland has a very admirable site for a beautiful city. From the docks at the river's side, the land gradually ascends to the west and southwest, finally breaking in elevated and picturesque hills, upon which the residence portion of the city is already encroaching. These hills form an important feature in the topography of the city. The lower and more level part of the town is occupied by business houses and manufactories. The heights are visible from almost any point. They are ascended by means of roadways winding along the hillsides, affording magnificent views

as the prospect unfolds. From the summit of Robinson's Hill, on a clear day, the sight is most grand and inspiring. Within a radius of hundred a miles, which the eye sweeps from this elevated outlook, north, east and southeast, five perpetually snow-clad mountain peaks are visible. The most prominent of these is Mount Hood, which rests upon the long, bluish bank of the Cascade Mountains, and rears its lofty summit to the sky. Its covering of snow and



ROOSTER ROCK, COLUMBIA RIVER.

glaciers sparkles in the sunlight, and when suffused with the soft glow of the setting sun, reflects the most delicate tints of purple, crimson and gold, giving it a majestic splendor inspiring to the beholder. To the south is Mount Jefferson, and to the north Mounts Adams, St. Helens and Rainier, the latter the loftiest peak of the Cascade Mountain Range, all of them capped with snow and ice, and relieving a landscape of charming beauty. Breaking through the ridge of the Cascades, the great "River of the West," the Columbia, pours its mighty tide toward the sea. The Willamette threads the broad valley to the south like a ribbon, its course being visible for many miles and finally being lost among the farms and villages that dot its banks.

TACOMA.

A City whose Fame has become International.

"The City of Destiny."

Tacoma's commanding position among the cities of Washington Territory has been earned step by step by a struggle in which the odds were against her. The general apprehension, justified probably by the history of many cities and towns, that in the West all one need to do is to stake off a few lots, build a cabin or two, select a name, and a city will grow up much after the fashion of vegetables in a garden, is in nowise true of Tacoma. When Tacoma was established, other towns on Puget Sound had existed for many

DIP-NET FISHING AT THE DALLES OF THE COLUMBIA

By permission of the West Shore Magazine.

years, and naturally they did not extend any encouragement to a new town. Instead of receiving from the beginning, as in the case of many cities of the West, the exclusive support and encouragement of an extensive business district, Tacoma found the older towns already in possession, and ready to contest every step taken by the new claimant for public favor and support. Figuratively speaking, Tacoma's first breath of life was a battle-cry, and although the cry was not at first very loud, it was firm, full of confidence and pluck. The town did not remain long in its swaddling clothes. Its voice gained in strength. At first Puget Sound only heard it. Then it reached the ears of everybody in Washington Territory, and they were pleased with it. The Pacific Northwest then realized that there was a new voice in the business world and stopped to listen, and soon the entire Pacific Coast was talking about it. Then the great and populous East heard Tacoma's voice, and when it said "Come," thousands responded. Then England came thousands of miles by sea, in great ships, to learn more about Tacoma, a city whose fame had crossed the Atlantic. China and Japan sent tea-ships at this infant's demand, and even far-off Australia heard it, and was so pleased that the ocean pathway between Tacoma and that continent is marked by an ever-increasing fleet of ships going and coming. Tacoma helps to feed the world; helps to build the world's houses; and yet its voice is stronger than ever and is being used more than ever. The thousands of people who listened and responded to Tacoma's invitation were not disappointed. And Tacoma grew and flourished until its present commanding position was reached.

From a town of only a few hundred people, Tacoma now has a population estimated at 36 000 Its property has increased to twenty times its value twelve years ago. Its business relations extend to all parts of the civilized world, a fact which is true of no other city in Washington Territory. In railroads, shipping, manufactories, and business generally, Tacoma's prosperity has been very great; so great, indeed, that whereas it a few years ago was only a small and relatively unimportant village, it is now a city, possessing all the characteristics and conveniences of a city.

Tacoma was originally planned on a large scale, and the expectations of the founders of the city, however sanguine they may have been, have doubtless been more than realized at this time. Probably no one expected Tacoma to grow so rapidly, to earn so speedily such extraordinary trade relations with the markets of the world. The streets are wide and laid off with special relation to convenience and beauty. Pacific and Tacoma Avenues are without superiors for beauty and length in the Northwest. These and other public highways are well graded, and sidewalks are constructed of a substantial character.

The location of the Methodist University in Tacoma has given the city a notable addition to its already large number of educational institutions. The Tacoma people subscribed a bonus of $75,000 to this great institution. The Annie Wright Seminary, the Washington College, and the numerous public schools, speak more than words can tell of the public spirit manifested by Tacoma people, of their ability to meet every demand of a liberal and progressive population and of the existence of a breadth of public sentiment which proves the stable character of the city's progress. Of the many church buildings, some possess architectural beauties equal to those to be seen anywhere. Private residences of handsome architecture may be seen in all parts of the city. The hotels number twenty, and yet they are not sufficient to accommodate the multitude of people who daily arrive in this flourishing city.

PACIFIC AVENUE, TACOMA. 1877.

PACIFIC AVENUE, TACOMA. 1888.

The Northern Pacific Railroad Company has erected a magnificent brick building for the offices of the company.

These features of Tacoma are worthy of special attention as evidencing the solid character of the city's progress. They rebut every idea that Tacoma's growth and the expansion of her industries are "mushroomy" in character. The city itself is the best commentary on the character of its resources. (Population, 36,000. Distance from San Francisco, 917 miles.)

The Climate of Puget Sound. The following extract from a recent compilation so accurately sets forth the characteristics of this climate, that to employ other words would add nothing to the facts contained in it:

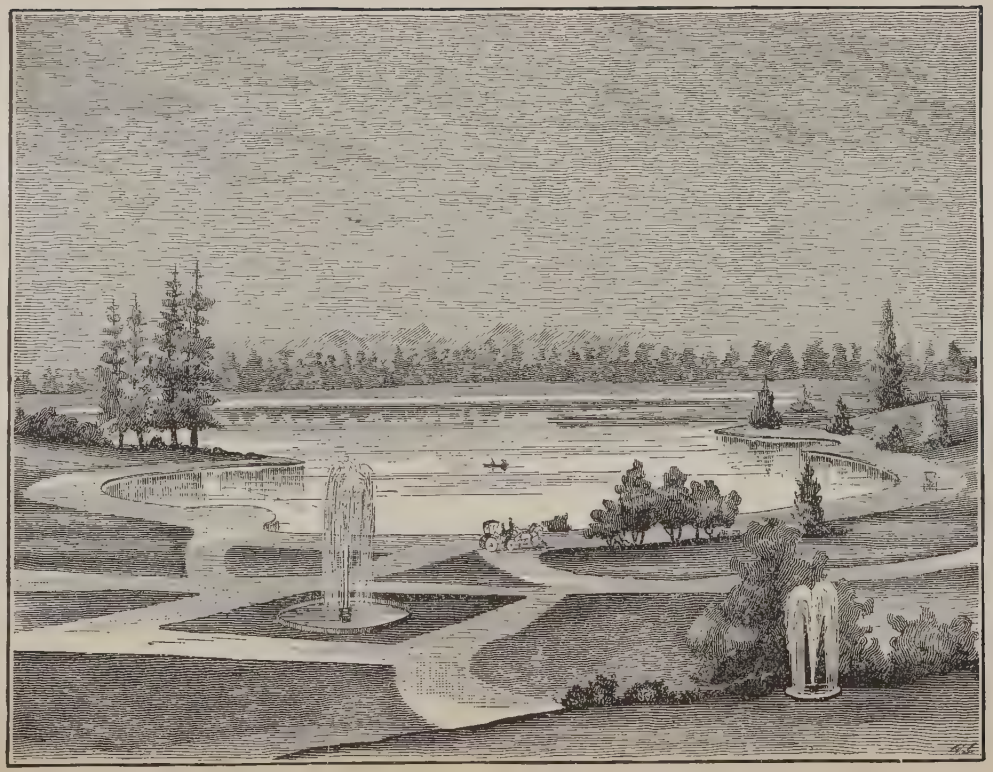
The climate of the Puget Sound country is wholly unlike anything experienced on the Atlantic Slope, or in the Mississippi Valley; or, indeed, anywhere on the American continent except in the Pacific Northwest. The summers are cool and the winters singularly mild. A temperature of 80° in midsummer is very rare, and not often in winter does the mercury go much below the freezing point. The following is the meteorological table for 1885, which is about an average year, compiled from observations taken daily at 7 a. m., 2 p. m. and 9 p. m. A minute's study of it will show how remarkably free from trying extremes the climate is.

METEOROLOGICAL TABLE FOR 1885.

	Lowest.	Highest.	Mean.	Monthly Rainfall in inches.
January	30°	62°	37.9°	4.20
February	31	59	44.5	4.16
March	32	68	48.0	1.01
April	35	75	50.8	0.47
May	43	80	60.5	2.89
June	47	76	57.0	0.49
July	51	86	66.4	0.26
August	52	84	64.5	- --
September	46	74	58.8	2.44
October	39	64	51 4	2.47
November	34	60	45.5	8.22
December	28	60	41.4	6.14
Total rainfall in 1885				32.74

As suggested, if the above extract is carefully studied it will tell more than many words of explanation.

Trade with South America and Mexico. The condition upon which trade relations will be established with South American and Mexican Pacific Coast points are of such a promising character that it will not be long until a most valuable commerce will be carried on. The peculiar conditions which justify the hope of establishing very extensive relations with that country are found in the products of the countries. The purposes of this article will not admit of a minute examination of these conditions, but any one who will examine the subject will find that the products of Washington Territory supply what the South American countries referred to do not have, and those countries produce that which will find a ready market in the Northwest. Hard woods, tropical fruits, valuable ores and minerals on the one hand, with soft woods, iron, grain, fish and many other of the resources of the Northwest—these, any one can easily see, furnish all the conditions upon which most extensive commercial relations may be established. The



CICERO PLACE, ON GREEN LAKE, NEAR SEATTLE, W. T

relations will be those of exchange of products. Such conditions are especially promising, as they will afford cargoes both going and coming.

Tacoma's commercial relations with the Pacific Coast are now so well known that it is almost unnecessary to make reference to them at all, except to make this array of evidence complete. Reference to the record of Tacoma's shipping, as set forth already in this article, will show how extensive are Tacoma's relations with San Francisco and other coast points.

The thoughtful man will reason that if Tacoma enjoys such extraordinary advantages now, what will the future bring? He will then understand the peculiar significance of the poetical phrase, "The City of Destiny."

A Magnificent Harbor. The general measure of Tacoma's appreciation of this most remarkable body of water would be expressed in miles rather than particular instances. To say that there are saw mills at particular points, coal bunkers at others wheat warehouses near by, magnificent docks elsewhere, various harbor improvements and railroads, would certainly be very suggestive of what Tacoma has accomplished in a few years. But to say that these improvements extend along the water front for a distance of about six miles, gives a larger idea of their extent.

These features of Tacoma's enterprise and prosperity have a special meaning. They are not constructed simply as a matter of ornament. Business men do not do things that way. Business methods are not fancy in their character. These improvements indicate that demands exist and are being supplied. And Tacoma is doing the supplying.

Terminal and Shipping Facilities. The fact that the Northern Pacific Railroad has made Tacoma its terminal point, is of itself enough to satisfy anyone, without further explanation, that the terminal and shipping facilities would be commensurate with the importance of a great trans-continental railroad company's interests.

The immense docks at which railroad and ocean traffic unite, are so large and involve so many distinct features, that it would be difficult to impart to anyone not familiar with such improvements an adequate idea of their extent and importance.

It is not an uncommon sight to see lying along these immense docks, only a few feet away from the railroad tracks, an ocean sailing-vessel, several ocean steamships Alaska steamers, besides a host of smaller craft. This will suggest the character and extent of these docks. The Northern Pacific Company has immense warehouses erected on these docks and all the conveniences incident to the prompt, careful and expeditious handling of freights. It is often a difficult matter for local craft to secure dock accommodations, so crowded with steamers and sailing-vessels do the docks become.

The conveniences are such that the handling of immense cargoes is accomplished with an ease and dispatch scarcely conceivable. The ships laden with tea are drawn up within a few feet of the great warehouses, alongside of which are the railroad switches. The San Francisco steamers also discharge their freight into these warehouses Extensive additions have been made to these docks to accommodate the ever-increasing demand for room, and more extensions are in contemplation.

Trade with the Middle West. The trade with the Middle West and in the Far East is made up of tea and lumber and shingles. In lumber and shingles most promising trade relations have been established with the sections referred to, and the trade in these products is constantly increasing in volume. The excellence and durability of the cedar shingles manufactured in Tacoma and

MEGDENHOUR BAY AND EDGEWATER POINT, NEAR SEATTLE, W. T

vicinity make them superior to any manufactured elsewhere, and large quantities are now being shipped East. The qualities of Puget Sound lumber has made it famous all over the world. Tacoma being the terminal point of that great transcontinental artery of commerce the Northern Pacific Railroad, naturally enjoys the results of such special advantages. It does not require elaborate reasoning to convince any man that the same conditions which gave rise to such trade will increase its volume rapidly the longer the relations exist.

Tea Trade with the Orient. It was only a few months after the completion of the Northern Pacific Railroad Company's Cascade branch that the first tea ship arrived in Tacoma from Yokahama. This shows how quickly Oriental and American merchants realized the advantages attending the shipping of tea to Tacoma. The great gain in time and reduction in expense were the considerations which have brought to Tacoma such an important branch of San Francisco trade. Is there need to expand on the significance of these relations? Is there need to repeat the fact that trade brings trade? Tea and lumber will not always be the only articles of commerce between the Orient and Tacoma. This is only the beginning, and it does not require much imagination to picture in the near future a constant stream of vessels, both steam and sail, between Tacoma and the various commercial cities along the western Pacific Coast. Tacoma has first secured these trade relations. Such relations are very tenacious.

SEATTLE.

A Town of Marvelous Growth.

"The Queen City of Puget Sound."

Seattle is the county-seat of King County, and is known far and near as the "Queen City of Puget Sound."

It has a present population of 40,000 against 3,500 in 1880. The city contains national and private banks; daily and weekly journals; mortgage, loan and trust companies; twenty churches; public school buildings, two of which cost $30,000 and $42,000 each; a territorial university; two private colleges and a girl's academy; besides numerous private schools, three hospitals and an orphan's home The wholesale and retail stores are too many to enumerate, some of the former doing a business annually of $500,000 to $1,000,000 each. The city is admirably supplied with pure water, both by numerous private companies on a small scale and by the mammoth works of the Spring Hill Water Company, located at Lake Washington. This company has completed a great reservoir on Central Hill, 315 feet above tide level. Connected with it in the city are hydrants, from which five extinguishing streams are thrown far above the highest buildings in the business part of the city. This city has a splendid system of gas-works, also two electric light companies. Both arc and incandescent lights illuminate the streets. Two lines of street railway are in operation and steadily extending outward, and several other lines are projected. It contains more than forty benevolent societies and fraternal lodges; also four well-drilled and equipped militia companies. During the past few years there have been added to its municipal improvements twenty-five miles of graded streets and sixty miles of sidewalk. Some of the recent steps in the progress of Seattle as a metropolis are here given: On October 1, 1887, the free postal delivery system went into effect in the city. A few weeks later Seattle was made the terminus and centre of distribution for all the mails for the entire Puget Sound country; in consequence it has

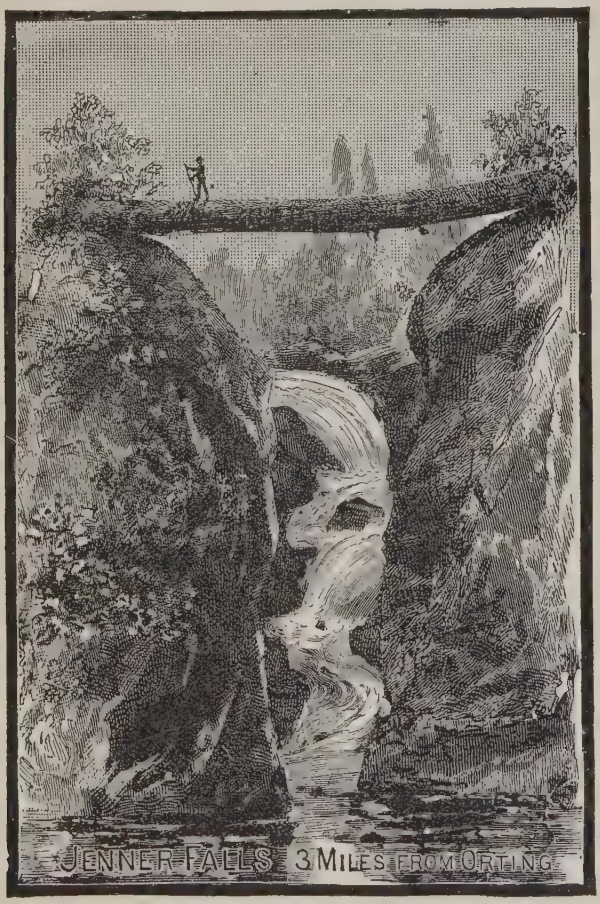
become the central headquarters and home port for destination and departure of the steamboat system of the Sound. Within its maritime jurisdiction are now plying more than eighty steamers. On December 1, 1887, the United States District Land Office was removed to Seattle, making this city the principal seat of the public land business in Western Washington.

The city of Seattle contains ten saw mills, whose plants cost $4,000,000, which employ over seven hundred men; and also has tributary to it, within a radius of thirty five miles, the mammoth lumbering establishments of Port Blakely, Port Madison, Port Discovery, Port Gamble, Port Ludlow, Utsalady and Seabeck, said to be the largest saw mills in the world, some of them having a capacity of 350,000 feet per diem, and employing scores of sea going ships. There are three or four brick yards and tile factories, four breweries, numerous bakeries, candy factories, a cracker factory, several sash, door and blind factories, shingle factory, soap works, furniture factory, soda works, bottling establishments, carpet weavers, match factory, harness and saddlery, blank books and bindery, book printing, several boiler works, foundries, iron and brass works, etc.; numerous boot and shoe shops and tailoring establishments, factories of shirts and underwear, cigars, millinery goods, chair stock, barrels, plaster decorations, etc.; four marble and stone cutting works, patent medicines, dressmakers, hair work, carriage makers, wagon shops, fish packers, coffee and spice mill, cabinetmakers, boat builders; and numerous dentists, jewelers, watchmakers, florists, nurserymen, fancy poultry breeders and stockmen, furriers, gun and locksmiths, hatters, meat packers, photographers, picture framers and painters, metallic roof works, scroll saw works, shipyards, tin shops, taxidermists, chemists, undertakers, etc.

The export trade of Seattle and Puget Sound is very large and is rapidly increasing. An idea of it can be formed from a single fact. During the fiscal year ending June 30, 1887, the United States Custom House at Port Townsend noted the departure from the Sound of 641 cargoes of coal and lumber, besides several of wheat, which, at $10,000 each (a low estimate), would be worth $6,500,000. A large bulk of this export wealth went to foreign ports all over the world, to be paid for in coin. As Seattle is the chief metropolis of the entire Puget Sound region, it is not far out of the way to credit the most of this business as her commerce since it is largely contributory to her growth. During the fiscal year ending June 30, 1885, the number of vessels entered in the Puget Sound district was 1,065, with a tonnage of 478,000, and the clearances were 1,065, with a tonnage of 452,234. Of the entrances, 271 cargoes, 151,301 tons were in cargo, and 794 cargoes, 326,839 tons were in ballast. Of the departures, those proportions were just reversed, showing the balance of trade. The total value of her foreign and coastwise exports for 1885 was $7,000,000. Besides the ordinary shipments of coal, lumber, hops, oats, wheat, potatoes, furs, lime, canned and barreled salmon, the daily routine export trade to the neighboring British ports of Victoria and British Columbia forms an enormous item.

Advantages of Seattle. The special advantages of Seattle are too numerous to mention in full. A few may be specified, as: First—A splendid harbor, scarcely equaled in the world for the varied purposes and convenience of commerce. Second—Its central position relative to the commerce of the world, as the great seaport on the Pacific Ocean of North America, and directly facing

the teeming population of Asia and the great and rich islands of the South Seas. It is already the chief port of supply for the growing trade of Alaska—a great region, more extensive than the thirteen original States of the Union, with an ocean coast line of thousands of miles, that is beginning now to loom up as a great coming source of supply of the precious metals, as well as of furs, fish, whale oil, yellow cedar and ice. Third—It has an excellent and most



productive soil for fruits, flowers, and garden produce, of such a nature as not to be very dusty in summer nor muddy in winter. Fourth—Its exceptional healthfulness. The death rate in Seattle is only 7 in 1000, per annum, which is less than one-third that of the northern cities of the Union. Fifth—Its mild, even and delicious climate, free from all dangers from the clouds above, from vapors or miasma around, or the fires beneath. Sixth—Its surroundings on all sides, except the magnificent harbor front, by grand lakes and deep, navigable rivers, which have caused it to be officially designated as the location of a great naval station and construction yard. Seventh—The one-third mile canal now completed between

Lakes Union and Washington, in the suburbs of the city, furnishes a great water-power of incalculable value for manufacturing and motive power.

Seattle has two lines of local railroad completed and in operation, the Columbia & Puget Sound, with two branches, one twenty miles long, running to Newcastle, the other forty miles long, running to the Black Diamond and Franklin collieries; and the Puget Sound Shore Line, extending through a link of the Northern Pacific Railroad, and placing the city in connection with the Northern Pacific, the Oregon Railway & Navigation Company, the Union Pacific, the Oregon & California, the Southern Pacific, and the general railroad system of the United States.

The Canadian Pacific has been pushed through the Canadian Dominion by British capital, to a Pacific terminus, something over a hundred miles north of Seattle, and the Seattle & West Coast Railroad, which furnishes the connecting link, and makes Seattle the American terminus of this great system, is now under contract for the entire distance, and is being rapidly pushed to completion this year. This line, as regards the carrying trade, is as much an element in the transportation problem of the Northwest as any of the American roads. The Seattle, Bellingham Bay & British Columbia Railroad Company, a local company of Seattle capitalists, has obtained from Congress a charter for a through line, and are actively pushing the preliminary work for a second line to connect Seattle by rail, direct with the Canadian system, at the international boundary line on the 49th parallel.

Beauty of the City. The city presents a beautiful and striking appearance from whatever side it is approached. It rises from the water front to the crest of a hill in a gradual slope. The site is most beautiful. The city extends about four miles along the water front. The whole water front is lined with mills, manufacturing establishments of various kinds, commission and storage, and warehouses.

Steamers are constantly arriving and departing; regular lines run to Tacoma and Olympia, to Port Townsend and Victoria, to Whatcom and other points on Bellingham Bay, and to the Skagit River, there are regular steamers to Alaska, San Francisco, San Diego, and other points in California. Ships from China, Japan, Australia, crowd its docks. In addition to the great and varied industries on the water front, there are business blocks, higher up, that would do credit to any Eastern city. The residence portion of Seattle is unsurpassed for beauty. There are hundreds of homes costing from $3,000 to $50,000, surrounded by charming grounds, and so located and constructed as to command magnificent views of the Sound, the Olympic and Cascade Ranges of mountains, always covered with snow, and the mighty peaks of Mounts Rainier and Baker. To the north of the city and close up to it lies the beautiful Lake Union, a body of fresh water covering a section or two of land, and of immense depth. The heights about this lake are being covered with pleasant homes, and in the near future it will be a most delightful resort. To the east of the city, four miles from the bay, but now hardly a mile from the city limits, lies Lake Washington, twenty-five miles in length by from two to four in width. It is clear, fresh, sparkling water, so deep that it can not or has not yet been sounded. The lake is hemmed in by hills covered with giant forest trees. The water supply of Seattle is drawn from this lake. It is connected with Lake Union by a small stream, which is being enlarged into a ship canal, so that within a year or two the largest steamers and ships will go directly from the salt water of the Sound into the clear, fresh water of Lake Washington. It will make one of the finest ship-building points and dry-dock stations in the world, and

will certainly be utilized for such purposes, either by the National Government or private enterprise. There is certainly not within the National domain such an eligible location for a great navy yard. Special attention is being paid to the establishment of manufacturing industries in Seattle, and almost every week some new enterprise is materialized. Henry Villard, in his visit to the city in 1878, designated it "The Queen City." Situated as it is, in the heart of Western Washington, with railways running out in many directions, with a harbor equal to any in the world, the city well deserves the title. The city is the nucleus of

MT. RAINIER, W. T.

territorial commerce; all the prosperity of the country is reflected in the general progress of the city. The history of the city is the history of the whole Northwest. It is the supply depot and shipping port for a quarter of a million people; it is the wholesale and retail market for a vast territory. Its commerce within the last two years has assumed enormous proportions. It is the coal and lumber shipping depot for the whole Pacific Coast. It is the heart of navigation of Puget Sound. Nearly two hundred steamers radiate from the wharves to different local points. (Population, 40,000. Distance from San Francisco, 940 miles.)

COMPLETE INDEX TO STATIONS ON THE DENVER & RIO GRANDE RAILROAD, RIO GRANDE WESTERN RAILWAY, RIO GRANDE SOUTHERN RAILROAD, AND FLORENCE & CRIPPLE CREEK RAILROAD.

STATIONS	State or Territory	Population	Elevation	Dist. from Denver
Acheron	Utah		4931	463
Acequia	Colo.		5530	17
Adelaide	Colo.		7012	169
Adobe	Colo.			148
Alabaster	Colo.		5778	160
Alamosa	Colo.	1200	7546	250
Alcalde	N. M.		5709	359
Allentown	Colo.		7144	320
Almont	Colo		8042	300
Alta	Utah			742
Alta Vista	Colo		9710	183
Amargo	N. M.	150	7009	365
Americus	Colo.		8183	240
American Fork	Utah	1800	4567	702
Arequa	Colo.		9595	189
Animas City	Colo.		6554	
Anth. Coal Mine	Colo.		8947	322
Antonito	Colo.	400	7888	279
Apache	Colo.		5946	164
Apishapa	Colo.		6158	189
Arboles	Colo.		6013	402
Anaconda	Colo.		9462	190
Aspen	Colo.	11000	7874	408
Azotea	N. M.		7723	353
Baldy	Colo.		7619	238
Barnes	Colo.		6232	195
Barranca	N. M.	25	6949	344
Battle Creek	Utah		4497	698
Bear Creek	Colo.			458
Beaver	Colo.		4999	143
Belleview	Colo.			220
Bessemer	Colo.		4803	121
Big Horn	N. M.		9022	298
Bingham Junc.	Utah	500	4366	723
Bingham	Utah	900	4375	740
Bird's Eye	Colo.		10187	282
Blackburn	Colo.		7379	173
Blanca	Colo.		9063	207
Boaz	Colo.		6282	186
Bocea	Colo.		6709	444
Bonita	Colo.			272
Borst	Colo.		6811	58
Brayton	Colo.			507
Bridge 3	Colo.		5048	146
Bridgeport	Colo.		4755	399
Brown's	Colo.			402
Brown's Canon	Colo.		7322	224
Buena Vista	Colo.	1600	7967	242
Burnham	Colo.		5241	2
Buxton	Colo.		8794	254
Buttes	Colo.	25	5368	94
Caliente	N. M.		7324	335
Calumet	Colo.		8871	233
Carbon	Colo.		6424	448
Carbondale	Colo.	200	6181	379
Carlile	Colo.		4950	140
Canon City	Colo.	5000	5343	161
Carracas	Colo.		6173	394
Cascade	Colo.		7785	477
Castle Gate	Utah		6257	622
Castle Rock	Colo.	300	6219	33
Castle Creek	Colo.		6037	374
Cebolla	Colo.		7354	309
Cedar Creek	Colo.		6755	343
Cerro Summit	Colo.		7968	336
Chama	N. M.	300	7863	643
Chamita	N. M.		5641	365
Cherrydale	Colo.			518
Chester	Colo.		9412	250
Chicosa Junc.	Colo.	25	6616	199
Chipeta	Colo.			269
Cisco	Utah		4417	490
Cimarron	Colo.	200	6906	331
Clear Creek	Utah	50	6228	670
Cleora	Colo.		7014	214
Coal Mine	Utah			653
Coal Creek	Colo.	1800	5360	155
Coke Ovens	Colo		5953	208
Colorado City	Colo.	3000	6110	78
Colorado Sp'gs	Colo.	15000	5992	75
Colorow	Colo.		5352	364
Colona	Colo.		6409	365
Conchita Junc.	Colo.		6394	181
Corkscrew	Colo.			464
Coxo	Colo.		9753	331
Cotopaxi	Colo.	80	6385	193
Cottonwood	Utah		4602	479
Crane Park	Colo.		10112	281
Creede	Colo.	3000	9016	321
Crescent	Utah		4896	521
Cresco	N. M.		9193	334
Crested Butte	Colo.	1200	8878	318
Crevasse	Colo.		4526	446
Cripple Creek	Colo.	5000	9396	192
Crooston	Colo.		8168	267
Crystal Creek	Colo.		6831	329
Crystal Lake	Colo.		9329	268
Cuchara Junc.	Colo.	200	5942	169
Cumbres	Colo.		10015	329
Currecanti	Colo.		7075	322
Dallas	Colo		6926	376
Dallas Divide	Colo			391
Davenport	Colo.		8179	241
Deep Creek	Colo			410
Deer Run	Colo.			404
Delta	Colo.	400	4980	374
Del Norte	Colo.	900	7880	281
Denver	Colo.	150000	5198	
Derby	Colo.			437
Desert	Utah		4504	544
Dillon	Colo.	300	8859	313
Dolores	Colo.	500	6957	310
Dotsero	Colo.		6154	349
Doyle	Colo.		8062	271
Douglas	Colo.		6323	35
Dominguez	Colo.		4801	392
Draper	Utah		4394	776
Dulce	N. M.		6779	372
Duncan	Colo.		4880	382
Dundee	Colo.		4712	117
Durango	Colo.	8000	6520	450
Eagle Park	Colo.		9237	294
Eagle	Colo.	350	6598	335
Echo	Colo.		6085	181
Eden	Colo.		4880	112
Edgerton	Colo.		6417	66
Eiler	Colo.		9858	275
Eldredge	Colo.		6541	368
Elko	Colo.			264
El Moro	Colo.	250	5879	206
Embudo	N. M.	25	5821	351
Emma	Colo.	100	6610	388
Engleville	Colo.		6493	213
Escalante	Colo.		4845	386
Espanola	N. M.	35	5590	370
Excelsior	Colo.		4928	457
Fairy Glen	Colo.			179
Fairview	Colo.			348
Fall Creek	Colo.			407
Farnham	Utah		5534	596
Farmington	Utah		4236	750
Florence	Colo.	1200	5199	152
Fort Lewis	Colo.			528
Fort Logan	Colo.	800	5438	10
Fort Crawford	Colo.		6182	361
Florida	Colo.		6717	436
Fountain	Colo	150	5568	88
Franklyn	Utah		4291	728
Fremont Pass.	Colo.		11328	290
Frisco	Colo.		9086	310

INDEX TO STATIONS.—CONTINUED.

STATIONS	State or Territory	Population	Elevation	Dist. from Denver
Fruita	Colo	100	4523	436
Garland	Colo	200	7936	226
Garfield	Colo	100	9510	235
Glenwood Spgs.	Colo	3000	5758	367
Germania	Utah		4296	728
Glade	Colo		6518	38
Glenco	Colo			489
Goodnight	Colo		4728	124
Goveton	Colo		7639	188
Grand Junction	Colo	4000	4594	435
Graneros	Colo		5804	146
Granite	Colo	150	8945	259
Grassy	Utah		4874	581
Gray's	Colo		9673	236
Greenland	Colo	25	6920	47
Green River	Utah	150	4069	544
Gulf Junction	Colo		4581	119
Gunnison	Colo	1500	7680	290
Gypsum	Colo		6325	342
Hagen	Colo			383
Hale	Utah			646
Halfway	Colo			232
Hayes	Colo			247
Hayden	Colo		9158	265
Haskell's Spur	Colo			400
Hecla Junction	Colo		7271	226
Heibler's Spur	Colo			428
Hermosa	Colo			461
Hesperus	Colo		6645	523
Hillden	Colo			245
High Bridge	Colo		10277	386
Hillside Spur	Colo			388
Hierre	Colo			296
Home Ranch	Colo		6559	456
Hooper	Utah		4391	764
Hotchkiss	Colo		6409	365
Hot Springs	Colo		9024	255
Howard	Colo	200	6714	205
Huerfano	Colo		5677	157
Husted	Colo	30	6596	62
Ignacio	Colo	20	6437	424
Ilium	Colo			416
Jack's Cabin	Colo		8309	306
Jordan Narrows	Utah			724
Juanita	Colo		6341	385
Kahnah	Colo		4686	409
Kaysville	Utah	50	4263	754
Keeldar	Colo		9970	279
Keene	Colo		9401	233
Kelker	Colo		5849	80
Keystone Spur	Colo			420
Kezar	Colo		7434	302
Kokomo	Colo	800	10614	296
Kyune	Utah		7052	632
La Boca	Colo		6177	418
Lake City	Colo	1500	8686	352
Lake Hughes	Colo		7470	385
La Jara	Colo	300	7609	265
Lake Shore	Utah			748
Larimer	Colo			160
Larkspur	Colo	25	6669	43
Layton	Utah			757
Lava	N. M		8468	289
La Veta	Colo	600	7024	191
Leadville	Colo	15000	10200	277
Leadville Junc.	Colo		9762	280
Lehi	Utah	3000	4544	688
Lehigh Junc	Colo		5691	21
Leon	Utah			286
Leopard Creek	Colo			394
Lime Kiln Spur	Colo			412
Little Grand	Utah		4604	527
Littleton	Colo	1200	5372	10
Lizard Head	Colo		10250	430
Lobato	N. M		8303	339
Los Pinos	Colo		9637	321
Lost Canon	Colo			481
Lower Crossing	Utah	25	4630	570
Malta	Colo	50	9580	272
Manitou	Colo	1800	6318	80
Mancos	Colo	300	7008	500
Marshall Pass	Colo		10856	242
Marsh	Colo		6347	171
Maysville	Colo	100	8320	228
Meadows	Colo		4812	130
Mear's Junc	Colo	25	8431	227
Menoken	Colo			359
Menefee	Colo			503
Mesa	Colo			124
Minturn	Colo	300	7823	308
Midway	Colo		7852	239
Military Junc	Colo		5329	8
Military Park	Colo		5310	9
Mill Fork	Utah		5808	658
Milwood	Colo			493
Mitchell	Colo		9922	287
Montolores	Colo			448
Moffat	Colo	30	5500	264
Monarch	Colo	300	10028	237
Monero	N. M	135	7262	362
Montrose	Colo	3000	5811	357
Monte Vista	Colo	1200	7665	253
Monument	Colo	350	6974	56
Mosca	Colo	300		288
Mounds	Colo			284
Mule Shoe	Colo		8754	202
Nathrop	Colo	50	7695	234
Navajo	N. M		6588	376
Needleton	Colo		8141	481
New Castle	Colo	1000	5560	379
No Agua	N. M		8205	306
Oak Creek	Colo		5353	156
Ogden	Utah	32000	4286	771
Ojo	Colo		8189	199
Ophir	Colo	300		423
Otto	Colo		8212	226
Osier	Colo		9637	317
Ouray	Colo	2500	7721	389
Ouray Junction	Colo		5830	354
Overland Park	Colo		5276	6
Palmer Lake	Colo	150	7238	52
Palmilla	N. M		8258	290
Pando	Colo		9227	293
Pandora	Colo			425
Parachute	Colo	50	5400	410
Paradox	Colo			519
Parkdale	Colo	35	5737	171
Parlin	Colo	100	7952	278
Parma	Colo		7616	261
Petersburg	Colo	100	5322	8
Pictou	Colo		6248	180
Piedmont	Colo		7108	382
Pike View	Colo		6188	71
Pine Creek	Colo			254
Pine Ridge	Colo			532
Pinon	Colo	20	5038	106
Placer	Colo	75	8410	212
Placerville	Colo	25		404
Plateau	Colo			29
Pleasant Val Jc	Utah	200	7177	636
Pocono	Colo		10316	239
Pole Canon	Utah		4890	674
Poncha Junc	Colo	120	7480	221
Porter	Colo			535
Poncha Pass	Colo		9059	231
Price	Utah	200	5547	611
Provo	Utah	5000	4517	689
Pueblo	Colo	35000	4669	120
Quarry	Colo		6228	79
Red Cliff	Colo	300	8615	299
Red Narrows	Utah		5543	663
Reno	Colo		5236	157
Rifle	Colo	200	5500	393
Riverside	Colo	140	8372	249
Rico	Colo	3000	8737	444
Ridgway	Colo	500	7002	378
Roan	Colo		4542	433
Robinson	Colo	600	10861	294
Rockdale	Colo			190
Rockwood	Colo		7367	468
Roswell	Colo		6095	73
Roubideau	Colo			379
Round Hill	Colo		8687	235
Rouse	Colo	1000	6488	183

INDEX TO STATIONS.—CONTINUED.

STATIONS	State or Territory	Population	Elevation	Dist. from Denver	STATIONS	State or Territory	Population	Elevation	Dist. from Denver
Rouse Junction	Colo		6149	178	Tioga	Colo		6203	180
Rock Creek	Colo		8304	303	Tollgate	Colo			166
Sagers	Utah			302	Toltec	N. M		9165	309
Salida	Colo	3000	7050	217	Toltec Gorge	Colo		5672	21
Salt Creek	Colo		5469	140	Toluca	Colo		963	31
Salt Lake City	Utah	50000	4228	735	Tres Piedras	N. M	75	8088	313
Sam's Spur	Colo			395	Trimble Spr'gs	Colo		6575	459
San Carlos	Colo		4900	128	Trinchera	Colo		8104	220
Sandy	Utah	500		725	Trinidad	Colo	8000	5994	210
San Barnardo	Colo			425	Trout Lakes	Colo			427
Sa Clara Mine	Colo		6473	187	Tuna	Colo		6131	174
San Miguel	Colo			422	Twin Lakes	Colo		9024	261
Sapinero	Colo	100	7255	316	Unaweep	Colo		4636	418
Sargent	Colo	50	8477	259	Utah Line			4758	467
Schofield	Utah	1500		625	Vallejo	Colo		6222	409
Sedalia	Colo	200	5835	25	Vallie	Colo		6530	199
Serviletta	N. M		7727	323	VanceJunction	Colo	25	8116	415
Shale	Colo		4608	452	Vegas	Colo		4768	127
Sherwood	Colo		6901	328	Verde	Colo		5102	134
Shawano	Colo			246	Veta Pass	Colo		9393	206
Shirley	Colo		8669	230	Victor	Colo	2000	9734	186
Shoshone	Colo		6119	357	Villa Grove	Colo	425	7972	247
Silver Lake	Colo		6395	181	Volcano	N. M		8487	297
Silverton	Colo	2500	9224	495	Wagon W Gap	Colo	25	8449	311
Soda Springs	Colo		6850	176	Wahatoya	Colo		6504	183
Soldier Summit	Utah		7465	642	Walsenburg	Colo	1000	6189	176
Solitude	Utah		4383	507	Wasatch	Utah	25		734
South Fork	Colo		8188	297	Wason	Colo		8603	317
So. Fork RGS	Colo			414	Wellsville	Colo		6894	210
Spanish Fork	Utah	2500	4721	679	West Cliff	Colo	800	7864	194
Sphinx	Utah			551	West Denver	Colo		5201	1
Spikebuck	Colo			176	Westwater	Utah			473
Spring Creek	Utah			616	Wheeler	Colo		9781	302
Springville	Utah	2500	4565	683	Whitehouse	Utah		4486	499
Stewart Junc	Colo		8006	317	Whitewater	Colo	75	4665	413
Sublette	N. M		9276	305	Winkfield's S	Colo			443
Sunnyside	Utah		5270	591	Widefield	Colo		5720	84
Swallows	Colo	50	4868	135	Wigwam	Colo		5231	99
Swissvale	Colo			209	Wilbur	Colo		8614	177
Tennessee Pass	Colo	25	10433	283	Willow Creek	N. M		7742	348
Texas Creek	Colo	50	6217	186	Wolhurst	Colo			14
Telluride	Colo	1800	8756	423	Wolcott	Colo	25	6976	325
Thistle	Utah	100	5043	679	Wood's Cross'g	Utah	100	4255	740
The Hook	Colo			511	Woody Creek	Colo	25	7270	399
Thompson	Utah		5145	515					

MOUNTAIN PEAKS AND PASSES OF COLORADO.

With their elevations above sea level.

ALTITUDE OF MOUNTAIN PEAKS OF THE ROCKY MOUNTAINS.

RAMPART RANGE.

Height.	*Name.*	*County.*	*Nearest Point.*
14,147	Pike's Peak	El Paso	Manitou.

FRONT RANGE.

From Lula Pass to Canon City in the transverse valley of the Arkansas. This range divides Grand County from Boulder County, passes through Gilpin County, Clear Creek County and Park County, and ends in Fremont County.

Height.	*Name.*	*County.*	*Nearest Point.*
14,271	Long's Peak	Boulder	Boulder.
13,173	Audubon	Boulder	Sunset.
13,520	Arapahoe	Boulder	Sunset.
13,283	James Peak	Gilpin	Central City.
13,133	Perry's Peak	Gilpin	Central City.
12,873	Mount Flora	Gilpin	Central City
14,336	Torrey's Peak	Clear Creek	Georgetown.
14,411	Gray's Peak	Clear Creek	Georgetown.
14,321	Evans Peak	Clear Creek	Georgetown.
14,340	Mt. Rosalie	Clear Creek	Georgetown.
12,446	Bison Peak	Park	Fairplay.

MEDICINE BOW RANGE.

Is due northern continuation of the North Range.

Height.	Name.	County.	Nearest Point.
13,832	Haynes Peak	Larimer	———
13,167	Clark's Peak	Larimer	———

BLUE RIVER RANGE.

Sometimes called Eagle River Mountains, runs parallel with the Park Range through Summit County. It ends in the western part of Park County.

Height.	Name.	County.	Nearest Point.
13,398	Mount Powell	Summit	Dillon.
12,382	Red Peak	Summit	Dillon.
12,890	Miles Peak	Summit	Dillon.
13,200	Whale Peak	Park	Breckenridge,
13,565	Mount Guyot	Summit	Breckenridge.
13,800	Mount Hamilton	Summit	Breckenridge.
13,835	Silver Heel	Park	Como.

PARK RANGE.

Begins in the northern boundary of the state, marking the boundary lines of Routt County and Larimer County, and ends in the transverse range of the Arkansas Mountains, passing through Eagle County, Summit County, Lake County, Park County and Chaffee County.

Height.	Name.	County.	Nearest Point.
12,126	Mount Zirkel	Larimer	———
14,269	Quandary	Summit	Breckenridge.
14,297	Lincoln	Park	Alma.
13,796	Arkansas	Park	Alma.
13,961	Buckskin	Park	Alma.
14,185	Bross	Park	Alma.
13,650	Evans (No. 2)	Park	Alma.
14,008	Sherman	Park	Alma.
13,750	Sheridan (No. 2)	Park	Fairplay.
13,909	Horseshoe	Park	Fairplay.
13,738	Ptarmigan	Park	Fairplay.
13,328	Buffalo Peak	Park	Fairplay.
14,132	Goat's Peak	Park	Fairplay.

SAGUACHE RANGE.

Begins in Eagle County and runs parallel with the Park Range, the Arkansas River flowing between them in the southern region. It traverses Lake and Chaffee Counties, and ends in the Cochetopa Hills, the central part of the Continental Divide.

Height.	Name.	County.	Nearest Point.
14,176	Mount of the Holy Cross	Eagle	Red Cliff.
13,073	Homestake	Eagle	Red Cliff,
14,424	Mount Massive	Lake	Leadville.
14,436	Elbert	Lake	Leadville.
14,302	La Plata Peak	Chaffee	Buena Vista.
14,375	Harvard	Chaffee	Buena Vista.
14,187	Yale	Chaffee	Buena Vista.
14,199	Princton	Chaffee	Salida.
14,245	Antero	Chaffee	Salida.
14,239	Shavano	Chaffee	Maysville.
14,055	Ouray	Chaffee	Marshall Pass.

ELK MOUNTAINS, OR ASPEN GROUP.

This range is a great semicircle of mountains in Pitkin County, with Aspen in the centre and with spurs running into the adjoining county of Gunnison.

Height.	Name.	County.	Nearest Point.
12,823	Sopris Peak	Pitkin	Carbondale.
13,997	Capitol Peak	Pitkin	Aspen.
13,978	Snow Mass	Pitkin	Aspen.
14,008	Maroon Peak	Pitkin	Aspen.
13,885	Pyramid Peak	Pitkin	Aspen.
14,115	Castle Peak	Pitkin	Aspen.
13,327	White Back	Gunnison	Crested Butte.
13,113	Teocalli Peak	Gunnison	Crested Butte.
13,956	Grizzly	Pitkin	Aspen.
13,350	Italian Peak	Gunnison	Crested Butte.
13,357	White Rock	Pitkin	Aspen.

WEST ELK MOUNTAINS.

Height.	Name.	County.	Nearest Point.
13,102	West Elk Peak	Gunnison	Gunnison.

SANGRE DE CRISTO RANGE.

It unites at its northern point with the Arkansas Hills, which run east and west, and with the Cochetopa Hills, which run from the southeast to the northwest, and which form a part of the Continental Divide.

N. B.—There are many unnamed peaks above 13,000 feet in this range.

Height.	Name.	County.	Nearest Point.
12,446	Hunt's Peak	Fremont	Poncha.
12,863	Rito Alto	Custer	Villa Grove.
13,600	Silesia	Custer	Hot Springs.
13,729	Gibson Peak	Custer	Hot Springs.
13,447	Horn Peak	Custer	Moffat.
14,233	Crestone	Custer	Moffat.
14,041	Humboldt	Custer	Silver Cliff.
14,483	Sierra Blanca	Costilla	Garland.
14,176	Old Baldy	Costilla	Blanco.
13,615	Grayback	Costilla	Blanco.

CULEHA RANGE.

Is a continuation of the Sangre de Cristo Range.

Height.	Name.	County.	Nearest Point.
14,079.....	Culeha Peak.....	Las Animas.....	Trinidad.
13,611.....	Trinchera.....	Las Animas.....	Trinidad.
13,718.....	Spanish Peak.....	Las Animas.....	Trinidad.

THE SAN JUAN MOUNTAINS.

This range is the southern part of the Continental Divide. It has many lateral ranges, like buttresses, and its general course is from southeast to northwest, where it joins with the Uncompahgre Range and the Cochetopa Hills. It is very little known, and contains many high unnamed mountains. It is spread over Saguache County, Hinsdale County (southern part), Archuleta County, Rio Grande County and Conejos County.

Height.	Name.	County.	Nearest Point.
14,032.....	Stewart's Peak	Saguache	Lake City.
14,100.....	San Luis Peak.....	Saguache	Lake City.
13,131.....	Mesa Peak.....	Saguache.....	Lake City.
12,840.....	Bristol Head	Hinsdale	
14,092.....	Red Cloud.....	Hinsdale	Lake City.
14,149.....	Handies Peak	Hinsdale.....	Lake City.
13,400.....	Pole Creek Peak	Hinsdale	Lake City.
12,506.....	San Juan Peak	Hinsdale	
13 154.....	Macomb's Peak.....	Mineral.....	Wagon Wheel Gap.
12,673.....	Bellevue Peak.....	Rio Grande	Del Norte.
13,081.....	Del Norte Peak.....	Rio Grande	Del Norte.
13,347.....	Conejos	Rio Grande	Pagosa Springs.
12,824.....	Banded Peak.....	Arcnuleta	Pagosa Springs.
14,065.....	Simpson's Peak	Rio Grande	Del Norte.

NEEDLE MOUNTAINS.

A series of short ranges on the west side of the Grand Divide, buttressing the San Juan Mountains. It contains many high isolated peaks named and unnamed.

Height.	Name.	County.	Nearest Point.
12,305.....	Sheridan Peak (No. 1).....	La Plata.....	Durango.
14,054.....	Æolus.....	La Plata	Durango.
14,051.....	Needle Peak.....	La Plata	Durango.
13,755.....	Mount Oso.....	La Plata	Durango.
13,928.....	Pigeon's Peak	La Plata	Durango.
14,055.....	Rio Grande Pyramid.....	San Juan.....	Needleton.
13,542.....	Mount Kendall.....	San Juan.....	Silverton.
13,356.....	Mount Canby	San Juan.....	Silverton.
13,550.....	King Solomon.....	San Juan.....	Silverton.
13,501.....	Sultan.....	San Juan.....	Silverton.
13,357.....	The Hunchback.....	San Juan.....	Durango.

OURAY MOUNTAINS.

A prolongation of the San Miguel Mountains to the north, uniting with the Uncompahgre Chain, which runs from west to east.

Height.	Name.	County.	Nearest Point.
14,340.....	Mount Sneffels	Ouray	Ouray.

SAN MIGUEL MOUNTAINS.

Height.	Name.	County.	Nearest Point.
14,075.....	Unnamed.....	San Miguel	Telluride.
14,160.....	Lizard Head	San Miguel	Trout Lake.
14,309.....	Mount Wilson.....	Dolores.....	Ophir.
13,502.....	Dolores Peak.....	Dolores.....	Ophir
12,703.....	Mount Dolores	Dolores.....	Rico.
13,890.....	Unnamed.....	Dolores.....	Rico.
12,703.....	Mount Freeman	Dolores.....	Rico.
12,516.....	Mount Elliott	Dolores.....	Rico.
12,542.....	Anchor.....	Dolores.....	Rico.
12,635.....	Lone Cone	San Miguel.....	Telluride.

LA PLATA MOUNTAINS.

Are a prolongation south of the San Miguel Range.

Height.	Name.	County.	Nearest Point.
13,376.....	Hesperus	Montezuma.....	Dolores.
13,456.....	Babcock	La Plata	Durango.

UNCOMPAHGRE MOUNTAINS.

This range is short and runs from west to east. It contains some very high mountains, usually at right angles to the chain.

Height.	Name.	County.	Nearest Point.
14,419.....	Uncompahgre.....	Hinsdale.....	Ouray.
14,069.....	The Wetterhorn.....	Hinsdale	Ouray.

MOUNTAIN PASSES.

	Feet.
Alpine Pass	13,550
Argentine Pass	13,100
Cochetopa Pass	10,032
Hayden Pass	10,780
Trout Creek Pass	9,346
Berthoud Pass	11,349
Marshall Pass	10,856
Veta Pass	9,392
Poncha Pass	8,945
Tennessee Pass	10,433
Tarryall Pass	12,176
Breckenridge Pass	9,490
Cottonwood Pass	13,500
Fremont Pass	11,540
Mosquito Pass	13,700
Ute Pass	11,200

ELEVATION OF LAKES.

	Feet.
Twin Lakes	9,357
Grand Lake	8,153
Green Lakes	10,000
Chicago Lakes	11,500
Evergreen Lakes	10,500
Seven Lakes	11,806
Palmer Lake	7,238
Cottonwood Lake	7,700
Trout Lake	9,800

ALTITUDES OF TOWNS AND CITIES.

REVISED SINCE FIRST EDITION FROM ENGINEER'S MEASUREMENTS.

	Feet.
Alamosa	7,546
Animas City	6,554
Animas Forks	11,200
Antonito	7,888
Aspen	7,875
Buena Vista	7,970
Canon City	5,344
Castle Rock	6,220
Colorado Springs	5,992
Crested Butte	8,875
Creede	9,016
Conejos	7,880
Cottonwood Springs	8,950
Cuchara	5,943
Cumbres	10,015
Delta	4,983
Del Norte	7,880
Denver	5,196
Durango	6,520
El Moro	5,879
Garland	7,936
Granite	8,945
Grand Junction	4,594
Gunnison	7,680
Glenwood Springs	5,758
Howardsville	9,700
Irwin	10,500
Kokomo	10,614
Lake City	8,686
La Veta	7,024
Leadville	10,200
Los Pinos	9,637
Montrose	5,811
Malta	9,580
Mancos	7,008
Manitou	6,318
Ojo Caliente	7,324
Ouray	7,721
Ogden, Utah	4,286
Pagosa Springs	7,108
Pinos, Chama Summit	9,902
Poncha Springs	7,480
Palmer Lake	7,238
Pueblo	4,669
Red Cliff	8,615
Ridgway	7,002
Robinson	10,861
Rosita	8,500
Ruby Camp	10,500
Saguache	7,723
Salt Lake City	4,228
Silver Cliff	7,816
Silverton	9,224
Salida	7,050
Telluride	8,756
Trimble Springs	6,575
Westcliffe	7,864
Wagon Wheel Gap	8,449

PRONUNCIATION OF PROPER NAMES.

Acequia	A-sa-kia
Crested Butte	Crested Bute
Costilla	Costea
Canon	Can-yon
Cumbres	Cum-breez
Cuchara	Cu-cha-ra
Canejos	Co-na-hos
Chihuahua	Che-wa-wa
Huerfano	Wa-far-no
La Junta	La Hun-ta
La Jara	La Hara
La Veta	La Va-ta
Manitou	Man-i-too
Monero	Mo-na-ro
Navajo	Na-va-ho
Ojo Caliente	O-ho Cal-i-en-te
Ojo	O-ho
Pueblo de Taos	Pueblo-de-Tows
Pinon	Pin-yon
Saguache	Si-watch
Sierra Mojeda	Sierra Mo-ya-da
Santa Fe	San-ta Fay
San Juan	San Wan
San Miguel	San-me-gil
Sapinero	Sapi-na-ro
Tierra Amarilla	Tier Ama-rea
Trinchera	Trin-chara
Vallejo	Vall-a-ho
Wahatoya	Wa-ha-toy-ya

COMPLETE INDEX TO STATIONS ON THE SOUTHERN PACIFIC RAILROAD.

STATIONS	State or Terr'ty	Population	Elevation	Miles from S. Francisco
Acampo	Cal.	120	59	107.21
Acton	Cal.	150	2670	427.1
Aden	N.M.		4391	1237.9
Adonde	Ariz.		212	760.9
Afton	N.M.		4207	1250
Ager	Cal.	100	2319	387
Agnews	Cal.	60	25	41
Alameda	Cal.	7750	20	11.13
Alamitos	Cal.		191	58
Albany	Or.	3000	240	692
Alcalde	Cal.		850	301.34
Alder Creek	Cal.	50		109
Alexis	Cal.			558.2
Alhambra	Cal.	700		490
Alila	Cal.	35	280	273.51
Allendale	Cal.			71.22
Alma	Cal.	170	560	58
Almaden	Cal.	1500	348	63
Almond	Cal.	60	82	505.3
Alpine	Cal.		2822	417.3
Alta	Cal.	50	3607	159
Altamont	Cal.	40	740	55.97
Alvarado	Cal.	600	15	24
Alviso	Cal.	110	8	38
Amaranth	Cal.			105.17
Am. Rvr Bridg.	Cal.		49	93
Amity	Or.	225		890
Anaheim	Cal.	2000	133	508.9
Anderson	Cal.	750	432	249
Anita	Cal.		160	195
Annadel	Cal.			67.91
Antelope	Cal.	100	162	104
Antioch	Cal.	700	46	54.54
Applegate	Cal.		2014	136
Aptos	Cal.	100	102	112
Araby	Ariz.		144	736.6
Arbuckle	Cal.	300	139	114.47
Arcade	Cal.		55	98
Arena	Cal.		144	140.09
Argenta	Nev.		4547	486
Armona	Cal.		233	257 43
Army Point	Cal.		11	34.86
Ashland	Or.	2000	1898	431
Athena	Cal.			164.57
Athlone	Cal.	50	210	161.64
Atwater	Cal.	20	153	144.28
Auburn	Cal.	1700	1360	126
Aurora	Or.	200		745
Aurant	Cal.			485
Avon	Cal.		12	39.15
Aztec	Ariz.		495	806 3
Baden	Cal.		39	12
Bakersfield	Cal.	2000	415	314.04
Bale	Cal.		287	68.53
Balfour	Utah.		4239	801
Banning	Cal.	200	2317	569
Banta	Cal.	150	30	74.82
Bardins	Cal.		48	115
Barlaws	Or.			747
Barrett	Cal.		39	16
Barro	Cal.		245	66.35
Batavia	Cal.	30	67	65.15
Battle Mount'n.	Nev.	522	4511	474
Bay Point	Cal.		10	42.24
Bealville	Cal.		1793	341.6
Beaumont	Cal.	300	2560	562.8
Beaverton	Or.	250		
Bello	Cal.		204	62.32
Belmont	Cal.	202	31	25
Benicia	Cal.	3200	10	33.25
Ben Lomond	Cal.			77
Bennett	Cal.			134
Benson	Ariz.	2000	3578	1025.4
Beowawe	Nev.	62	4695	507
Berenda	Cal.	85	256	177.59
Bernal	Cal.		186	4
Berryman	Cal.	5000	10	11.86
Bethany	Cal.	103	40	76.71
Biggs	Cal.	1000	98	163
Big Trees	Cal.	250	270	74
Bishops	Nev.		5423	602
Bituma	Cal.		12	502.7
Blacks	Cal.	100	52	96.74
Bl'k Butte Smt.	Cal.			345
Blue Canon	Cal.	110	4695	168
Blue Creek	Utah		4272	792
Boca	Cal.	400	5531	218
Bolsa	Cal.		177	89
Bonneville	Utah		4260	823
Boyce's	Cal.			108.29
Borden	Cal.	388	273	187.81
Bosque	Ariz.		1080	859.5
Boulder Creek	Cal.	300	470	81
Bovine	Utah		4277	699
Bowie	Ariz.	100	3759	1089
Bracks	Cal.			117.29
Bradley	Cal.		539	196
Brandon	Cal.			130
Brentwood	Cal.	200	80	62.70
Brighton	Cal.	500	54	134.03
Brigham	Utah	1800	4239	816
Brooks	Or.	35		728
Brookside	Cal.			546.6
Browns	Cal.		3929	325
Bryant	Cal.			129
Buckeye	Cal.			301
Buckhorn	Cal.		593	468.5
Burbank	Cal.	250	558	471.4
Burnetts	Cal.		189	123.70
Burson	Cal.	30		126.36
Butler	Cal.			212.95
Byron	Cal.	100	34	67.83
Cabazon	Cal.	100	1779	574.9
Cachise	Ariz.		4222	1054.5
Cactus	Cal.		395	712.8
Cadanassa	Cal.			97 47
Caliente	Cal.	50	1290	336.3
Calistoga	Cal.	850	363	72.79
Campbell	Cal.		95	51
Cambray	N. M.		4224	1224.5
Cameron	Cal.		3787	3 0.9
Camilos	Cal.	150	733	463.1
Cana	Cal.	200	172	198
Canby	Or.	100		749
Canemat	Or.			756
Cannon	Cal.		92	56.35
Cantara	Cal.			330
Capay	Cal.	200		93.37
C. H. Mills	Cal.		2676	149
Carbondale	Cal.	75	221	133.22
Carlin	Nev.	394	4897	535
Carlton	Or.	125		875
Carmenita	Cal.		74	501.1
Carnadero	Cal.		168	83
Carpinteria	Cal.	300	8	517.3
Casa Grande	Ariz.	400	1396	913.7
Cascade	Cal.	28	6538	190
Cashmere	Cal.			108.77
Castaic	Cal.		1004	454.3
Castle	Cal.		37	97.59
Castle Crag	Cal.		1943	317
Castroville	Cal.	600	17	110
Cemetery	Cal.		92	11
Cedar	Nev.		5974	620
Centerville	Cal.	300		32
Central Point	Or.	50		450
Ceres	Cal.	200	93	118.65
Cerritos	Cal.		36	498.5
Charleston	Cal.		40	98.20
Chemawa	Or.			734
Chestnut	Cal.			322
Chittendens	Cal.			91
Chico	Cal.	6000	193	186
Cholone	Cal.		232	152
Chromite	Cal.		1561	309
Chualar	Cal.	75	103	129
Cicero	Cal.		90	121.45
Cienpga	Cal.	100	119	490
Cisco	Cal.	25	5934	182
Citronia	Cal.			64.34
Clackamas	Or.	150		762
Clarks	Nev.		5263	264
Clawson	Or.		2250	426
Clements	Cal.			115.30
Cluro	Nev.		4785	516
Clyde	Cal.		153	119.20
Coalinga	Cal.		665	296.34
Copper Gap	Cal.	50	1759	133

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STATIONS.	State or Terr'ty	Population	Elevation	Miles from S. Francisco
Coburns	Cal.		259	158
Coin	Nev.		4506	462
Coles	Cal.		2905	404
Colestin	Or.		3730	411
Colfax	Cal.	400	2422	144
Colfred	Ariz.			778.2
Colma	Cal.		171	9
Colorado	Cal.			730 5
Colusa Junct.	Cal.	5	84	130 13
Colton	Cal.	2500	965	539.7
Cometa	Cal.		153	117.20
Compton	Cal.	800	76	493.7
Comstocks	Or.	25		618
Coopers	Cal.		23	113
Copley	Cal.	25	600	270
Cordelia	Cal.	100	15	45.89
Corinne	Utah	500	4231	809
Cornelius	Or.	200		857
Corning	Cal.	350	277	179.53
Cornwall	Cal.	75	30	49.89
Corvallis	Or.	1800		929
Cosgrave	Nev.		4237	393
Cothrin	Cal.			124
Cottage Grove	Or.	300		626
Cottonwood	Cal.	450	421	242
Coyote	Cal.	200	251	63
Cranor	Or.			698
Creston	Cal.		315	41.97
Creswell	Or.	100		635
Crocketts	Cal.	100	12	30
Cross Creek	Cal.		278	234.79
Crowleys	Or.			899
Cucamonga	Cal.	200	952	524.5
Cummings	Cal.			141
Curtis	Cal.		42	91.03
Daulton	Cal.		408	189.17
Dathol	Cal.		495	287.94
Davis	Cal.	500	53	76.56
Decoto	Cal.	150	68	27.42
Deeth	Nev.	100	5340	594
Delano	Cal.	500	313	281.84
Delavan	Cal.		95	139.28
Delhi	Cal.		121	133.19
Delta	Cal.	20	1138	298
Del Monte	Cal.		8	124
Deming	N. M.	2000	4334	1198.5
Derry	Or.			903
Desert	Nev.		4018	287
Dillard	Or.	150		564
Diamond	Cal.	40		146
Dilleys	Or.	150		861
Dinuba	Cal.			236 25
Divide	Or			622
Dixon	Cal.	1350	66	68.50
Domingues	Cal.		61	496
Dos Palmas	Cal.		253	642.4
Downey	Cal.	1000	111	494.9
Dragoon Sum'it	Ariz.	4614		1044.5
Drains	Or.	300		611
Drummond	Cal.			62.11
Drylyn	Cal.		396	707.9
Dugan	Cal.			132
Dunnigan	Cal.	109	69	104.26
Dunsmuir	Cal.	350	2285	324
Durham	Cal.	200	161	180
Dutch Flat	Cal.	500	3595	157
Dry Camp	Cal.			602.2
East Oakland	Cal.	5300	12	9.30
East Portland	Or.	8000	53	772
E. San Gabriel	Cal.		409	492
Eden Vale	Cal.		180	57
Edgewood	Cal.	100	2955	355
El Casco	Cal.		1874	554.2
El Dorado	Cal.	300		143
Elk Grove	Cal.	301	53	123.84
Elkhorn	Cal.			107
Elko	Nev.	752	5065	558
Ellis	Cal.		76	69.59
Elmira	Cal.	350	79	60.32
El Modena	Cal.	200	242	518.8
Elmore	Cal.	15	805	285
El Paso	Texas.		3713	1286.7
El Verano	Cal.	200		54.81
Elwood	Cal.		93	541.3
Ely	Cal.			81.19
Emerald	Cal.			108.35
Emigrant Gap	Cal.	20	5221	174
Esperanza	Cal.			90.77
Essex	Nev.		4936	232
Estrella	Ariz.		1521	869
Eugene	Or.	2200	455	649
Ewings	Cal.	24	120	123
Exeter	Cal.			258.55
Fair Grounds	Or.			722
Fair Oaks	Cal.			31
Farmington	Cal.	350	115	11.2
Felton	Cal.	200	275	74
Felton (old)	Cal.		275	76
Fenelon	Nev.	100	6154	635
Fernando	Cal.	200	1066	461
Filbert	Cal.	45		80
Fillmore	Cal.	75	475	473.7
Finnell	Cal.		258	184.88
Florence	Cal.	200	151	486.2
Florin	Cal.	100	42	129.98
Florison	Cal.		5353	223
Flowing Well	Cal.		5	671
Folsom	Cal.	1000		112
Fortuna	Cal.			226.45
Forest Grove	Or.	800		859
Forest Lake	Cal.		52	110 50
Fowler	Cal.	150	308	2 6 23
Flosden	Cal.			35 39
Fresno	Cal.	8000	293	206.65
Frinks	Cal.		260	653 3
Froman	Or.			693
Fruitvale	Cal.	250	33	10 72
Fruto	Cal.			167.97
Fry	Or.			695
Fulton Wells	Cal.	100	124	498.3
Gage	N. M.	25	4488	1179
Gilt	Cal.	700	49	112.6
Gartney	Utah			681
Gaston	Or.	75		865
Gazelle	Cal.		2760	363
Geneora	Cal.	100	99	118.53
Germantown	Cal.	200	170	157.81
Gervais	Or.	300		734
Gibson	Cal.		1387	306
Gila Bend	Ariz.	50	737	850.1
Gila City	Ariz.		171	744 7
Gillespie	Cal.			107.3
Gilroy	Cal.	2000	193	80
Girvan	Cal.	200		255
Girard	Cal.		3301	355.3
Glamis	Cal.	30		696.7
Glenburn	Cal.			306.99
Glen Ellen	Cal.	100		60.11
Gloster	Cal.	125		388.3
Glendale	Or.	100	965	510
Glenwood	Cal.		890	66
Golconda	Nev.	335	4392	431
Gold Hill	Or.	65		459
Gold Run	Cal.	250	3222	155
Goleta	Cal.	400	19	537.1
Goltra	Or.			697
Goodyears	Cal.		11	39.01
Goshen	Cal.	75	286	240.64
Goshen	Or.	30		643
Gonzales	Cal.	150	127	135
Granite Point	Nev.		3918	333
Grants Pass	Or.	1000		476
Greenwood	Cal.		232	162.94
Greens	Or.			570
Gregory	Or.		3462	409
Grenada	Cal.			371
Greystone	Cal.		267	61
Gridley	Cal.	1000	97	160
Guadaloupe	Cal.			56
Guinda	Cal.			106.37
Hafed	Nev.			256
Haggin	Cal.		52	97
Halconera	Cal.			159.37
Halls	Cal.	75		25
Halleck	Nev.	42	5229	581
Halsey	Or.	350		675
Hanford	Cal.	800	242	253.84
Harrington	Cal.		137	109.36
Harrisburg	Or.	500		667
Hartley	Cal.		139	69.27
Haywards	Cal.	1500	74	21.08
Heaton	Ariz.		1186	887.2

INDEX TO STATIONS—CONTINUED.

STATIONS	State or Terr'ty	Population	Elevation	Miles from S. Francisco
Henline	Cal		211	263.44
Herbert	Cal		922	196.2
Herndon	Cal	100	280	196.8
Highland	Cal		12	
Hillgirt	Cal			59.21
Hillsboro	Or	800		
Hillsdale	Cal		147	55
Holborn	Nev		5978	629
Holden	Cal		82	102.7
Hollister	Cal	2300	284	94
Homestead	Cal			93
Honby	Cal		1200	446.3
Hooker	Cal			235
Hopevale	Cal		116	534
Hornbrook	Cal	100	2154	395
Hot Springs	Nev	42	4072	298
Hubbard	Or	250		740
Humboldt	Nev	32	4236	374
Huron	Cal	150	367	280.74
Igerna	Cal		3730	347
Independence	Or	800		908
Indio	Cal		20	611.7
Ione	Cal	1000	287	139.80
Iron Point	Nev		4375	442
Irving	Or	50		655
Irvinville	Or			699
Irvington	Cal	500	75	33.75
Ivy	Cal			493.4
Jaynes	Ariz		2241	971.8
Jefferson	Or	250		791
Junction	Cal	250	163	108
Junction City	Or	350		662
Kaweah	Cal			254.25
Keene	Cal		2705	349.9
Kelton	Utah	135	4222	741
Kennet	Cal		669	277
Keyes	Cal		97	121.98
Kimberlena	Cal			296.97
Kingsburg	Cal	450	300	226.7
Kings City	Cal	200	332	163
Kirkwood	Cal		226	174.35
Knights Lndg	Cal	350	45	95.13
Kolmar	Utah			789
Kurand	Cal			156.77
Lake	Utah		4215	763
Lake View	Cal		6245	198
Lanark	N. M		4165	1259.7
Lancaster	Cal	75	2350	406.5
Lander	Cal		2225	141
Lang	Cal		1681	439.3
La Patera	Cal		4	538.6
Latham	Or	50		625
Lathrop	Cal	600	26	82.82
Latrobe	Cal	150		127
Laurel	Cal	100	910	64
Laurel Creek	Cal		19	24
Lawrence	Cal	300	64	44
Lawton	Nev		4043	239
Lebanon	Or	500		701
Le Francs	Cal			56
Leland	Or	40		496
Lemon	Cal			507.4
Lerdo	Cal		414	301.67
Ligurta	Ariz			754.3
Lemoore	Cal	400	220	261.84
Lillis	Cal		214	267.29
Lincoln	Cal	600	167	119
Lisbon	N. M		4278	1149.6
Live Oak	Cal	200	80	153
Livermore	Cal	250	485	47.88
Livingston	Cal	50	136	137.49
Lockford	Cal	300		111.31
Lodi	Cal	700	55	104 29
Logandale	Cal		108	145.30
Lomo	Cal		72	149
Loomis	Cal	400	400	115
Long Beach	Cal	750	41	506.8
Lorenzo	Cal	125	35	18.43
Lordsburg	N. M	300	4245	1138.9
Loray	Nev		5595	657
Los Angeles	Cal	60000	293	482.2
Commerial st			278	403.3
San Pedro st			258	484
Washingtn st			222	185.6
Los Gatos	Cal	2000	400	55
Los Gulicos	Cal	100		66.61

STATIONS	State or Terr'ty	Population	Elevation	Miles from S. Francisco
Los Medanos	Cal		38	52
Los Nietos	Cal		156	500.4
Lovelocks	Nev	500	3977	341
Lwr Soda Sprgs	Cal	100	2085	320
Lucin	Utah		4496	688
Luzena	Ariz			1080.4
Lynnly	Cal			265.45
Lyman	Cal		144	154.24
Lynnwood	Cal		89	492.1
Machine Shops	Or			769
Macy	Cal		94	119.46
Madera	Cal	700	278	185.03
Madison	Cal	200		87.67
Madrone	Cal		342	69
Mail Dock	Cal		11	34.13
Maitland	Cal			488.1
Malaga	Cal			211.32
Malton	Cal		258	170.01
Mammoth Tnk	Cal		257	683.1
Manlove	Cal			98
Maple	Cal		319	69.94
Marcus	Cal		173	513.8
Maricopa	Ariz	96	1173	892.2
Marion	Or	300		706
Martins	Cal		14	113
Matlin	Utah		4597	720
Martinez	Cal	1500	10	35.64
Marysville	Cal	6000	66	143
Maxwell	Cal	450	94	134.04
Mayfield	Cal	900	28	35
Mayhew	Cal			99
McAvoy	Cal		16	45.5
McCloud	Cal		3349	335
McConnells	Cal	100	49	120.30
McCoy's	Or	100		
McMinnville	Or	1800		
McPherson	Cal	100	262	517.6
Medford	Or	500	1399	446
Melitta	Cal			70.41
Melrose	Cal	100	18	11.54
Menlo Park	Cal	400	64	32
Merazo	Cal			45.51
Merced	Cal	3000	171	151.73
Merlin	Or			485
Merritts	Cal		56	81.61
Mescal	Ariz		4034	1016.8
Mesquite	Cal		294	694.1
Middle Creek	Cal	150	526	263
Midway	Cal	35	356	63.94
Millers	Or	20		698
Mill City	Nev	100	4226	386
Millbrae	Cal	100	8	17
Milpitas	Cal	500	23	41.72
Mills	Cal			102
Millsholm	Cal			160.57
Milton	Cal	200	381	121.7
Milwaukee	Or	125		766
Minneola	Cal			215.65
Minturn	Cal		242	168
Miraflores	Cal		138	510.9
Mirage	Nev		4247	313
Modesto	Cal	2500	91	114.34
Moh'wk Sum'it	Ariz		541	787
Mojave	Cal	150	2751	381.7
Moleen	Nev		4981	546
Monson	Cal			240.75
Montague	Cal		2542	377
Montalvo	Cal		89	495.3
Monte	Cal	200	286	495.3
Montecito	Cal	102	15	525
Montello	Nev		4991	667
Monterey	Cal	2300	5	125
Montezuma	Ariz	50	1330	878.1
Monument	Utah		4226	756
Moors	Nev		6167	623
Morley	Cal		722	282
Morocojo	Cal		13	112
Morrano	Cal		50	99.84
Mott	Cal	200	3156	333
Mound City	Cal		1055	543.1
Mountain View	Cal	400	73	39
Mt. View	Or			
Mt. Eden	Cal	350	20	20
Mowrys	Cal		12	32
Muddy	Or			670
Mullen	Cal		65	84.12

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STATIONS	State or Terr'ty	Population	Elevation	Miles from S. Francisco
Murphys	Cal.		95	42
Muscatel	Cal.		299	198.69
Myrtle Creek	Or.	50		552
Mystic	Cal.		5164	227
Nadeau	Cal.		150	491
Napa	Cal.	6000	20	46.47
Napa Junction	Cal.	150	79	38.31
Natchez	Nev		5295	590
Natoma	Cal.			108
Nelson	Cal.		124	173
New Almaden (S.P.C. Ry)	Cal.	1500		61
Newark	Cal.	600	25	29
N. E. Mills	Cal.		2280	139
New Era	Or.	300		752
Newhall	Cal.	125	1265	452.3
Newcastle	Cal.	350	956	121
Newman	Cal.			
New Ramona	Cal.			96
Newton	Or.			882
Nichols	Or.			533
Niles	Cal.	150	88	30.20
Norman	Cal.	30	96	142.94
Nord	Cal.	200	153	193
North'n Junc.	Cal.		58	86.62
North Vallejo / N. Val'jo Whf	Cal.	5500	14 / 12	32.11 / 31.05
North Yamhill	Or.	200		872
Norwalk	Cal.	200	92	499
Oakdale	Cal.	1000	155	125.70
Oak Grove	Cal.		17	19
Oak Knoll	Cal.		114	51.11
Oakland	Cal.	55000	12	7.70
Oakland	Or.	400		591
Oakville	Cal.	25	160	58.49
Ocean View	Cal.	75	293	7
Ochoa	Ariz.	65	4102	1035.1
Ogden	Utah	15000	4286	833
Ogilby	Cal.		355	715.2
Ombey	Utah		4721	730
Olga	Ariz.			1097.2
Ontario	Cal.	1800	981	521
Orange	Cal.	679	127	513.8
Oreana	Nev.	55	4181	353
Oregon City	Or.	1400	95	757
Orland	Cal.	500	259	166.4
Ortega	Cal.		77	521.3
Osino	Nev.		5134	566
Pacionma	Cal			463
Painted Rock	Ariz.		726	834.3
Pajars	Cal.	50	23	99
Palisade	Nev.	252	4840	525
Pampa	Cal.			329
Pantano	Ariz.		3536	1007.1
Papago	Ariz.		3010	993
Paper Mill	Or.			759
Parkers	Or.	35		914
Paso Robles	Cal.	600	723	216
Peko	Nev.		5204	578
Penryn	Cal.	400	626	118
Peplin	Utah.			734
Perkins	Cal.	100		97
Perrys	Cal.		299	66
Peters	Cal.	75	100	106.70
Pequap	Nev.	40	6184	640
Phoenix	Or.	300		439
Picacho	Ariz.		1616	931.9
Pilot Knob	Cal.		285	721.5
Pinole	Cal.	250	10	24.02
Piru	Cal.			466.3
Pixley	Cal.	50	262	297.92
Piute	Nev.		4507	468
Placerville	Cal.	2000		149
Pleasanton	Cal.	600	353	41.80
Point Isabel	Cal.		10	12.77
Pomona	Cal.	4200	857	515
Popes	Cal			109.29
Port Costa	Cal.	125	12	32.17
Porterville	Cal.	250		275.95
Portland	Or.	50000		722
Poso	Cal.		417	293.70
Proberta	Cal.			217
Promontory	Utah.	131	4905	780
Prosser Creek	Cal.		5590	216
Puente	Cal.	500	323	501.5
Pyramid	N. M.		4301	1134.5

STATIONS	State or Terr'ty	Population	Elevation	Miles from S. Francisco
Railroad Pass	Ariz.		4394	1073.6
Rawson	Cal.		287	220
Raymond	Cal.	100	938	198.59
Red Bluff	Cal.	3500	307	225
Redding	Cal.	2500	551	260
Red Rock	Ariz.	50	1865	945.8
Redwood	Cal.	1500	9	28
Reedley	Cal.			231.05
Reedville	Or.	15		
Reeds	Cal.		72	136
Reno	Nev.	4302	4497	244
Rice Hill	Or.	1500	487	574
Richfield	Cal.		276	182.80
Riddles	Or.	30		546
Rillito	Ariz.		2058	961.3
Rincon	Cal.		300	77
Ripon	Cal.	200	72	104.56
Rocklin	Cal.	800	249	112
Rogers	N. M.		3728	1282.2
Rosamond	Cal.		2315	395.5
Roscoe Spurs	Cal.			467
Roseburg	Or.	1500	487	574
Rose Creek	Nev		4320	403
Routier	Cal.			101
Rowan	Cal.			346.4
Rozel	Utah		4588	772
Ruckles	Or.			557
Rumsey	Cal.			111.37
Russells	Cal.			19
Rutherford	Cal.	100	183	60.38
Rye Patch	Nev.	65	4257	363
Sacramento	Cal.	32000	30	89.79
Sacramento	Cal.	32000	30	139.67
Salem	Or.	6000	190	720
Salida	Cal.	50	72	107.58
Salinas	Cal.	3000	44	118
Salton	Cal.		263	636.7
Salvia	Nev.		4177	271
San Carlos	Cal.		21	26
Sanger Junc.	Cal.			220.85
Sand Cut	Cal.			94
Sand Cut	Cal.			326.2
San Andros	Cal.		153	106
San Ardo	Cal.		452	182
San Buenaventura	Cal.	3000	45	500.2
San Bruno	Cal.	50	15	14
San Francisco	Cal.	400000	14	
San Gabriel	Cal.	1000	409	491.4
San Joaquin Bridge	Cal.		36	90
San Jose	Cal.	25000	80	46
San Jose	Cal.	25000	91	47.74
San Jose	Cal.	25000	86	50
San Leandro	Cal.	1600	48	15.77
San Lucas	Cal.	200	396	172
Salsbury	Cal.			106
San Mateo	Cal.	950	22	21
San Miguel	Cal.	400	616	207
San Pablo	Cal.	250	30	17.59
San Pedro	Cal.	500		507.1
Sanswain	Cal.		1074	531.2
San Simon	Ariz.		3609	1104.7
Santa Ana	Cal.	5000	134	515.8
Santa Barbara	Cal.	7500	3	527.6
Santa Clara	Cal.	3000	75	44
Santa Clara	Cal.	3000	72	47
Santa Cruz (S. P.C. Ry.)	Cal.	7000	15	80
Santa Cruz Beach	Cal.		9	81
Santa Cruz	Cal.		18	121
Santa Cruz Beach (N.D.)	Cal.		9	120
Santa Monica	Cal.	2000	92	500.4
Santa Rosa	Cal.	7000		75.01
Santa Paula	Cal	900	286	483.7
Sargents	Cal.		40	87
Saticoy	Cal.	95	146	490.8
Saugus	Cal.		1159	449.8
Sauterne	Cal.			107.07
Savanna	Cal.	150	296	493.9
Seacliff	Cal.		11	509.7
Seco	Utah		4223	748
Selby	Cal.	300	12	28.51
Selma	Cal.	2200	311	221.76

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STATIONS	State or Terr'ty	Population	Elevation	Miles from S. Francisco
Seminary Park	Cal.		11	12.25
Sentinel	Ariz.		688	820.5
Separ	N. M.		4503	1157.6
Sepulveda	Cal.		461	473.6
Sesma	Cal.		227	212
Sespe	Cal.		450	476.6
Seven Palms	Cal.		584	590.9
Shady Run	Cal.		4160	164
Shedds	Or.	80		680
Shell Mound	Cal.	40	10	7.96
Shellville	Cal.			50.31
Sheridan	Cal.	250	116	127
Shingle Springs	Cal	150		138
Shoshone	Nev.		4634	487
Short	Cal.		459	488.6
Silsby	Cal.		112	169
Sims	Cal.	53	1387	311
Siskiyou	Or.		4130	414
Sisson	Cal.	250	3555	338
Slatonia	Cal.			302
Smithson	Cal.		975	292
Snowdon	Cal.		2675	382
Soto	Cal.		186	200
Soda Springs	Cal.		6749	192
Sobrante	Cal.		23	20.82
Sobre Vista	Cal.			57.21
Soledad	Cal.	200	182	143
Soquel	Cal.	500	53	115
South Side	Cal.		2350	431.9
South Vallejo	Cal.	5500	14	31.01
South Los Guilicos	Cal.			64.51
Spadra	Cal.	250	705	511.5
Spences	Cal.		79	125
Springfield	Or.	200		646
Stanwix	Ariz.		565	815.9
Stege	Cal.		23	13.92
Steinman	Or.		3035	421
Steins Pass	N. M.		4351	1119.4
St. Helena	Cal.	2500	254	64.36
St. Joseph	Or.			880
Stockton	Or.	20000	23	91.7
Stockyards	Cal.		17	8.75
Stone House	Nev.		4422	455
Strauss	N. M.		4083	1272.2
Strongs Canon	Cal.		6312	203
Studebaker	Cal.		102	497.2
Suisun	Cal.	1000	11	49.5
Summit	Cal.	50	7017	195
Sunol	Cal.	200	264	36.60
Surrey	Cal.			104.17
Surbon	Utah			786
Suver's	Or.	25		916
Sweet Water	Ariz.		1296	902.1
Swingle	Cal.			80.64
Tacna	Ariz.		325	770.8
Tagus	Cal.		292	246.55
Talbot	Cal.		314	183.48
Taison	Cal.			111.89
Tancred	Cal.			101.67
Tamarack	Cal.		6200	186
Tangent	Or.	70		685
Talent	Or.	25		437
Tartron	Cal.			113.25
Taurusa	Cal.			247.55
Teal	Cal.		10	44.19
Tecoma	Nev.	60	4812	674
Tehachapi	Cal.	300	3964	361.7
Tehama	Cal.	500	222	187.34
Tehama	Cal.	329	222	213
Tejunga	Cal.			466.5
Templeton	Cal.	500	773	222
Tennent	Cal.		327	72
Terrace	Utah	100	4548	709
Texas Hill	Ariz.		353	793.2
Thenard	Cal.		31	503
The Palms	Cal.	100	140	494.6
Thermal	Cal.			618.8
Thisbe	Nev.		4170	283
Thompson	Cal.			42.06
Tipton	Cal.	300	267	261.52
Toano	Nev.	123	5975	650
Tokay	Cal.		267	256.75
Toltec	Ariz.		1507	922.8
Tormey	Cal.		12	27
Tortuga	Cal.		183	677
Towles	Cal.		3704	160
Tracy	Cal.	200	64	71.73
Traver	Cal.	600	292	232 46
Tremont	Cal.		61	72.77
Tres Pinos	Cal.	500	514	101
Trigo	Cal.			114.7
Tropico	Cal.		428	476.3
Truckee	Cal.	1500	5819	210
Tucson	Ariz.	10000	2390	978.4
Tulare	Cal.	4000	282	251.12
Tulasco	Nev.	30	5484	607
Tule	Nev.		4313	420
Tunis	N. M.		4422	1190.1
Tunnel	Cal.		1401	455 9
Turlock	Cal.	250	107	127 39
Turner	Or.	400		712
Tustin	Cal.	500	117	521.7
Two Miles Sta.	Nev.		4156	281
Tyler	Cal.		244	276
Udell	Cal.			73.02
Ullin	Nev.		5000	662
Upper Soda Springs	Cal.		2360	325
Vacaville	Cal.	600		64.56
Vail	Ariz.			997.8
Vallejo Junc.	Cal.		12	29.01
Valley Spring	Cal.	60		131.32
Vanarman	Ariz.			1172.4
Vanden	Cal.		78	54 83
Vega	Cal.			97
Verdi	Nev.		4895	234
Vervain	Cal.		165	496.8
Vina	Cal.	150	213	205
Violet	Cal.			66 45
Vinvale	Cal.		104	492 5
Vernalis	Cal.			93.45
Vincent	Cal.		3211	421.5
Vista	Nev.		4403	252
Volcano Spr'gs.	Cal.		225	660.8
Wade	Cal.		567	321.3
Wadsworth	Nev.	661	4085	278
Walkers	Or.			630
Wallace	Cal.	150		121.32
Walters	Cal.		195	625
Walthall	Cal.		65	100.7
Wanda	Cal.		294	516.1
Wapato	Or.			867
Warfield	Cal.		46	60.71
Warm Springs	Cal.			37 39
Warren	Cal.			376.1
Watsonville	Cal.	3000	23	101
Waverly	Cal.		216	113.7
Webster	Cal.		26	81.44
Wells	Nev.	243	5628	614
Wells	Or.	20		919
West Berkeley	Cal.	570	14	10.42
West Fork	Or.			523
West Glendale	Cal.			474.3
West Oakland	Cal.		12	5.89
West San Leandro	Cal.		20	15
West San Lorenzo	Cal.		10	17
Westley	Cal.			101.25
Wheatland	Cal.	600	90	130
Whites	Or.			887
White Plains	Nev.		3894	314
White Rock	Cal.			119
White Water	Cal.		1126	583.4
Whitneys	Cal.		139	114
Whittier	Cal.	500	239	503.1
Wildwood	Cal.			63.81
Wilbur	Or.	100		583
Willcox	Ariz.	500	4164	1065 3
Williams	Cal.	450	84	125.19
Willows	Cal.	1600	136	150.87
Willsburg	Or.	250		767
Wilmington	Cal.	950	9	504.5
Wilmox	Ariz.		2664	985.1
Wilna	N. M.		4557	1170.2
Winnemucca	Nev	2000	4333	414
Winsted	Cal.		5723	212
Winthrop	Cal.		201	486.8
Winters	Cal.	600		76.82
Wolf Creek	Or.	15		504
Woodbridge	Cal.	250		106.31

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STATIONS	State or Terr'ty	Population	Elevation	Miles from S. Francisco	STATIONS	State or Terr'ty	Population	Elevation	Miles from S. Francisco
Wolfskill	Cal	.....	.....	74.85	Yountville	Cal	500	107	55.05
Woodburn	Or	300	.....	741	Yuba	Cal	600	71	141
Woodville	Or	100	.....	465	Yuba Pass	Cal	.....	5500	178
Woolsey	Nev	.....	4008	348	Yuma	Ariz	1200	140	730.9
Woodstock	Or	.....	.....	.....	Yulupa	Cal	.....	.....	57.91
Woodland	Cal	4500	63	85.95	Zayante	Cal	95	.....	70
Wrights	Cal	150	990	62	Zuleka	Cal	.....	.....	399
Yolo	Cal	300	79	90.86	Zuni	N. M	.....	4187	1209.5
Yoncalla	Or	40	.....	606					

COMPLETE INDEX TO STATIONS ON THE "NORTHERN DIVISION" OF THE SOUTHERN PACIFIC COMPANY.

CALIFORNIA.

Stations.	Population.	Elevation.	Dist. from San Francisco.	Stations.	Population.	Elevation.	Dist. from San Francisco.
Alamitos	.....	191	58	Monterey	2500	5	125
Almaden	200	348	63	Monte Vista	.....	740	119
Aptos	300	102	112	Morocojo	.....	13	112
Baden	.....	39	12	Mountain View	500	73	39
Bardins	.....	48	115	Murphys	.....	95	42
Belmont	250	31	25	Oak Grove	.....	17	19
Bernal	....	186	4	Ocean View	500	293	7
Boisa	.....	177	89	Pajaro	100	23	99
Bradley	100	539	196	Paso Robles	800	723	216
Carnaden	.....	168	183	Perrys	.....	299	66
Castroville	600	7	110	Redwood	1800	9	28
Cholone	.....	232	152	Salinas	2600	44	118
Chualar	100	103	129	San Andres	.....	153	106
Coburns	.....	259	158	Sanarde	150	452	182
Colma	100	171	9	San Bruno	50	15	14
Coopers	.....	23	113	San Carlos	.....	21	26
Coyote	225	251	63	San Francisco	350000	12	....
Eden Vale	.....	180	57	San Jose	25000	86	50
Fair Oaks	.....	48	31	San Lucas	100	396	172
Gilroy	2200	193	80	San Mateo	950	22	21
Gonzales	350	127	135	San Miguel	700	616	207
Greystone	.....	267	61	Santa Clara	3000	72	47
Hillsdale	.....	147	55	Santa Cruz	7500	18	121
Hollister	2000	284	94	Sargents	100	135	87
Kings City	150	332	163	Soledad	300	182	143
Lawrences	150	64	44	Soquel	350	53	115
Loma Prieta	150	320	116	Spences	.....	79	125
Madrone	.....	342	69	Tennants	.....	327	72
Martins	.....	14	113	Templeton	500	773	222
Mayfield	900	28	35	Tres Pinos	200	514	101
Menlo Park	500	64	32	Watsonville	2500	23	101
Millbrae	200	8	17				

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